

BOARD OF DIRECTORS

The Secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The Board of Directors met at the Hilton Kansas City Airport Hotel December 2 & 3, 2016.

Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Charlie Davis, Bob Dowie, Terry Hanushek, Lee Hill, Bruce Lindstrand, Marcus Merideth, Jim Weidenbaum and Peter Zekert. Newly elected Directors Chris Albin, Jack Burrows, and Earl Hurlbut.

The meeting was called to order by Vice Chairman Helman.

MOTION: Approve Minutes of November board meeting. Pulliam/Coleman. PASSED.

FINANCE REPORT

Mindi Pfannenstiel provided an update through October on SCCA Enterprises, SCCA Pro Racing and SCCA, Inc.

MOTION: To approve the 2017 Budget as presented. Coleman/Walsh. PASSED.

MOTION: Increase membership dues by \$5.00 per year for all memberships effective March 1, 2017. Increase weekend membership dues by \$5.00 effective January 1, 2017. Christopher/Hill. PASSED. (*Weekend Membership increase revised to take effect March 1, 2017*)

OPERATIONS REPORT

Eric Prill provided an update for the Operations Department relative to sponsorships and the Runoffs. The Super Tour team met in Kansas City on Thursday. Special thank you from Howard Duncan and the Solo Events Board to Terry Hanushek for his service as a liaison to the Solo Events Board. Site acquisition continues to be an issue for Solo Program. VIP program review is in progress. A primary topic for planning committee next year is worker retention and incentives.

TIRE RACK STREET SURVIVAL

Scott Dobler II, SCCA National Coordinator for TRSS presented an update on the program for 2016 and plans for 2017. We have an opportunity to grow the program and engage more regions.

MOTION: To approve the CRB Recommended Items in Appendix A. Lindstrand/Hill. PASSED.

MOTION: To suspend 2.5 rule for 2017. Hanushek/Dowie. PASSED.

MOTION: To approve #20155 with the amended language as shown below. Dowie/Hanushek. PASSED.

#20155 (December Fastrack - SCCA Staff) Firearms in Competition Vehicles
2.1.8. *Threatening or c*ommitting physical violence upon any other participant or spectator.

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Add 2.1.9: *9. Possession of firearms is only permitted in compliance with federal and local ordinances and per facility rules and regulations. Firearms are not permitted in competition vehicles while on course.*

MOTION: To approve RRB rules package as presented in Appendix B. Hanushek/Hill. PASSED.

MOTION: To approve the RXB Rules package as presented in Appendix C. Pulliam/Coleman. PASSED.

MOTION: To approve 2017 SEB Members: Zack Barnes, Marshall Grice, Brian Conners, Mike Simanyi, Bob Davis, Eric Hyman and Mike Brausen.slate as presented: Hanushek/Dowie. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Steve Hudson and Richard Holden for their service.

MOTION: To approve 2017 RRB Members: Rich Bireta, Chairman (2012) Jim Crittenden (2016) Mike Bennett (2017) Peter Schneider (2017) Clyde Heckler (2016). Hanushek/Dowie. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Clarence Westberg and John Emmons for their service.

MOTION: To approve 2017 RXB Members: Steve Hyatt, Chairman, Chris Regan, Ron Foley, Mark Macoubrie, Keith Lightfoot and Kito Brielmaier. Pulliam/Coleman. PASSED.

MOTION: To approve 2017 Court of Appeals Members: Laurie Sheppard, Chairman, Mike West, Jerry Wannarka, Rick Mitchell, Spencer Gorham. Hanushek/Coleman. PASSED.

MOTION: To approve 2017 Club Racing Board: Jim Wheeler, Chairman, Sam Henry, Todd Butler, Tony Ave, Peter Keane, John LaRue, Kevin Fandozzi, David Arken. Lindstrand/Davis. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Chris Albin for his service.

MOTION: To appoint the Jerry Wannarka, Gary Pitts and Tray Ayers to the 2017 SCCA Enterprises Board. Burrows/Hill. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to XX for their service.

MOTION: To appoint Dan Helman as Chairman of SCCA Ventures. Christopher/Hill. Zekert abstained. PASSED

MOTION: To adjourn. PASSED.

APPENDIX A TO DEC 2016 BOARD MINUTES

Recommended Items for 2017

These rule changes will become effective 1/1/2017. The letter number, Fastrack month, author, and title precede each proposed rule.

AS

1. #20416 (December Fastrack - Kevin Fandozzi) Update 4th Gen Camaro Restricted Prep Thank you for your request.

1. Allow the SLP Cold Air Intake: For the 98-99, SLP part number 21046; for the 00-02, SLP part number 21047. Add to the Notes for these cars:

SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted. *SLP cold air intake (SLP part number 21046 (98-00) and 21047 (00-02)) is permitted.*

2. For all Restricted Preparation cars:

Change 9.1.6.D.5.b.2.b.:

b. Parking brakes, mechanisms, and actuating components may be removed. OEM brake hardware, including knuckle/spindle, caliper, rotor, hub, and associated mounting hardware must be utilized.

~~If 17 x 8 inch wheels or smaller are utilized or substituted for the OEM sized wheels, the Full Preparation modifications, as previously listed for brake components, may be used.~~

Add 9.1.6.D.5.b.2.c.:

c. Full Preparation modifications as listed in 9.1.6.D.5.b.1 (Components) may be used with wheel sizes listed in a Restricted Preparation car's specification line. Maximum rotor size for this option (front and rear) is 12.2 inches X 1.27 inches.

Remove/change language in the Notes from the following specification lines:

Cadillac CTS-V (04-07), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Chevrolet/Pontiac Camaro & Firebird (both 93-97 and 98-02), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Chevrolet Camaro SS (V8) (10-13), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Dodge Challenger (08-14), Restricted Preparation:

~~Stock brakes or alternate Dodge brakes (Part numbers: front caliper (05175106 (R) and 05175107 (L); rear caliper (R1542564 (R) and R1542565 (L))) must be retained when using authorized wheels larger than 17 X 8". Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8".~~ *may be used with the brake rotor sizes listed in this specification line.*

Ford Mustang Cobra and GT (94-95), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Cobra R (1995), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Cobra and GT (96-98), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Cobra (99-02), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang GT (99-04), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Mach 1 (03-04), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Coupe GT (05-10), Restricted Preparation:

Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) *may be used.* ~~must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang GT (11-14), Restricted Preparation:

Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) *may be used.* ~~must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Pontiac GTO (04-06), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

FE

1. #20621 (December Fastrack - Formula/Sports Racing Committee) Tire rules
Per the request of SCCA Enterprises, Change 9.1.1.13.:

13. Tires

Tires must run in sets of 4 as stated below:

~~DRY~~

~~Hoosier Road Racing Wet~~

~~Front: PN: 44195, 21.5 X 8.0 X 13.0~~

~~Formula Enterprises (FE) Specifications~~

~~Rear: PN: 44217, 22.0 X 10.0 X 13.0~~

~~After 9/30/16GCR~~

~~American Racer~~

~~Front: PN: TBD, 22.0 X 8.0 X 13.0~~

~~Rear: PN: TBD, 22.5 X 10.0 X 13.0~~

DRY

American Racer

Front: P/N: JE3C3, 22.0 X 8.0-13S

Rear: P/N: JE3MA, 22.5 X 10.0-13S

WET

American Racer

Front: P/N: JWWC3: 22.0 X 8.0-13

Rear: P/N: JWWMA, 22.5 X 10.0-13

P2

1. #20552 (December Fastrack - Formula/Sports Racing Committee) Enterprise Sports Racer in P2

The CRB recommends the following limited specific allowances to the Enterprise Sports Racer in P2.

In GCR section 9.1.8.H.5.a., make the following changes:

~~“All cars shall use the stock, as delivered by Enterprises, wood floor of 6mm, with an allowable deviation of 3 mm across the surface for wear. Floor must meet P2 rules in GCR section 9.1.8.D.E.”~~

In GCR section 9.1.8.H.6.f., make the following changes:

~~“f. All aerodynamic devices shall be used as delivered: i.e. wings, body winglets. No modification to mounting location or holes.~~

~~g.f. The rear wing *is open but must meet P2 rules in GCR section 9.1.8.D.E.2.* and its related mounting components are to be used and mounted as delivered. Any modifications are strictly prohibited. The wing element may only be adjusted within the parameter of the wing adjusters as provided from Enterprises. No additional holes may be added. Different wing endplates may be used as long as the fit within the dimensions of 10 ³/₄ in wide and 41 in tall. A gurney flap or wicker may be use and may be no taller than 1/2 in~~

~~h.g. The stock headrest may be modified or replaced with any headrest meeting GCR section 9.4. The stock lateral bolsters may be modified or removed.~~

~~i.h. Enterprises windscreen P/N: WM137000 is allowed.~~

~~j.i. The front splitter overhang may be increased a maximum of 4 inches and this piece may be manufactured by the car owner. Any front splitter end plates may be added with a maximum forward length equal to the front splitter length and a maximum rearward length to the front of the front tire fender opening. *Splitter and attached diffuser panel may be trimmed for tire clearance.* Front splitter end plates (fences) may not have a height of more than 5 inches above the splitter top surface and may not extend below the splitter bottom surface. *Dive planes may be added as long as they do not extend past the side profile of the bodywork.*~~

~~k.j. The front bodywork air inlet may be partially or fully covered but must follow the contour of the existing body shape.~~

~~l. SCCA Formula Enterprise rear wings may be used provided they are used as a complete unit specified by SCCA Enterprises with the exception of the transmission mount which may be manufactured by the car owner. “Gurney” flaps are allowed on either wing configuration with a maximum of 1/2” height.~~

- ~~m.k.~~ Any rear wing end plate is allowed *but must meet P2 rules in GCR section 9.1.8.D.E.2.* measuring the following maximum dimensions: 12" horizontally and 17" vertically, maximum 204 square inches. Rear wing end plates must not vary from flat more than 1/2" and may be attached to the rear bodywork by any means within the wing end plate dimensions. Maximum end plate height is 3" above the highest part of the rear wing including the "Gurney" flap and the rear edge may not be more than 2" past the trailing edge of the rear wing.
- ~~n.l.~~ Side pod air evacuation openings behind the front wheel on the outboard side of the body may be partially or totally covered by any flat panel that follows the contour of the body. The side pod inlet opening for this air evacuation cavity behind the trailing edge of the front tire may be partially or totally blocked by any panel.
- ~~o.m.~~ Engine *Car and engine* bay floor *must meet P2 rules in GCR section 9.1.8.D.E.* area between the side pod floor and the existing engine floor may be blocked off with any flat panel(s) that does not protrude rearward past the rear axle centerline. These panels must be contiguous with the exiting lower surface of the engine floor and side pod floor.
- ~~p.n.~~ Rear bodywork section (engine bay cover including rear fenders) may be modified so that it may be removed in no more than 3 pieces. No modifications may be made to the external surface licked by the airstream other than fasteners and must maintain the original shape of the bodywork as supplied by Enterprises. Additional underbody support brackets are open."

In GCR section 9.1.8.H.7.a.7., make the following changes:

"Engine Control Unit (ECU): ~~Manufactured by MBE~~ *Supplied* and sealed by Enterprises. Tampering of the ECU, ECU program, seal, wiring or sensors is prohibited."

In GCR section 9.1.8.H.7.a.11., make the following changes:

"Spark Plugs, ~~Part # NGK PTR5F-11, NGK ITR5F-13, or Motorcraft # AGSF32FEG~~ *are open.*"

In GCR section 9.1.8.H.7.a.14., remove the following language:

"Fuel Filter: Any 40 micron fuel filter may be used as long as it performs no other purpose than to filter fuel."

In GCR section 9.1.8.H.7.a.18., make the following changes:

"*Where needed to meet sound limits,* An Enterprises muffler kit part # WM301046 is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements."

In GCR section 9.1.8.H.7.a.19., remove the following language:

"An optional air to oil cooler is allowed. ~~The maximum core size is 13 inches wide by 6.5 inches high.~~ No water to oil heat exchanger is allowed."

In GCR section 9.1.8.H.7.b.1., make the following changes:

"The ~~5 speed sequential~~ transaxle *as* supplied by Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair."

In GCR section 9.1.8.H.7.b.3., add the following language:

"The rear cover plate may *be* manufactured or remanufactured using aluminum."

In GCR section 9.1.8.H.7.b.4., remove the following language and re-number:

~~“4. Only the following gear ratios are permitted:~~

~~1st gear combination 12:29 Ratio number 2.41~~

~~2nd gear combination 15:28 1.86~~

~~3rd gear combination 16:24 1.50~~

~~4th gear combination 18:22 1.22~~

~~5th gear combination 24:26 1.08”~~

In GCR section 9.1.8.H.7.b.5., make the following changes:

“Differential – Only final drive ratio allowed is 2.75. The differential must remain an open differential. No limited slip mechanism is allowed. Differential must ~~work~~ **function** as supplied. ~~(no tightening of the differential to limit slip)~~ Must be able to use existing components.”

In GCR section 9.1.8.H.7.b.9., make the following changes:

“The shift actuator assembly must operate as supplied by Enterprises. It can be polished, shot peened, or have REM treatment, heat and cold treatments.

~~**MINIMUM WEIGHTS OF THE FOLLOWING PARTS**~~

~~Differential Housing (both parts including bearings) 7.4 lbs~~

~~Ring Gear 3.6 lbs~~

~~Pinion Shaft 4.0 lbs~~

~~1st gear 2.7 lbs~~

~~2nd gear 1.2 lbs~~

~~3rd gear 1.1 lbs~~

~~4th gear 1.1 lbs~~

~~5th gear 1.0 lbs”~~

In GCR section 9.1.8.H.8.c., add the following language:

“Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts, **unless specifically authorized** are not allowed.”

In GCR section 9.1.8.H.9., make the following changes:

~~“**Shocks are open.** NO MODIFICATIONS ALLOWED. 4 Bilstein Shocks, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all 4 corners.~~

~~b. Only shims provided on the shocks are legal (no bump rubbers, packers or modification to shims)~~

~~c. Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske rebound or at the perch.~~

~~d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by Enterprises or its authorized rebuilder.~~

~~e. All shock absorbers must be sealed by Enterprises or its authorized rebuilder.”~~

In GCR section 9.1.8.H.11.a., make the following changes:

“Brake pads *are open*. ~~as labeled and supplied from Enterprises.~~”

In GCR section 9.1.8.H.12., make the following changes:

~~“Front: 8 in X 13 in Part # WM 205001~~

~~Rear: 10 in X 13 in Part # WM205002~~

Front: 8 in. X 13 in. Part # WM205001- OZ Black

Front: 8 in. X 13 in. Part # WM205001B- OZ Silver

Rear: 8 in. X 13 in. Part # WM205002- OZ Black

Rear: 8 in. X 13 in. Part # WM205001B- OZ Silver”

In GCR section 9.1.8.H.15.a., remove the section as follows:

~~“Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be fastened securely to the floor with flat head 5/16 bolts, washers and nuts on both ends of the weight.”~~

In GCR section 9.1.8.H.18., make the following changes:

~~“Enterprises engine seals are required for all races. Any competitor who runs an event without all proper engine seals in the required locations shall *may* have his engine removed and shipped to Enterprises for testing and sealing after that event. The competitor will be responsible for all cost incurred by this procedure regardless of the findings, and subject to penalty by the SOM if engine is found to be not as specified.”~~

In GCR section 9.1.8.H.19., remove the section and re-number as follows:

~~**19.—Penalties (Specific to Enterprises Sports Racer)**~~

~~If a competitor refuses to give his engine and/or unlabeled parts for testing per a request of the Chief Steward (GCR 5.12.2.C.), the following penalties will automatically be imposed:~~

- ~~a. Vehicle logbook will be impounded.~~
- ~~b. Disqualification from a competition or the event.~~
- ~~c. Suspension of SCCA competition privileges for thirty (30) days.~~
- ~~d. The car and drive train are suspended from competition until the unit(s) specified by the Chief Steward are replaced.~~

~~In a case where a competitor does comply with the Chief Steward’s request to have an engine and/or parts inspected and the impounded unit(s) are found legal, the SCCA, will stand all the costs incurred for the testing, including shipping. Should the impounded unit(s) be found illegal, the following penalties will be imposed:~~

- ~~1. Disqualification from a competition or the event.~~
- ~~2. A fine of \$250.00~~
- ~~3. \$500.00 testing fee plus freight charges paid to Enterprises~~
- ~~4. Competition privileges will be suspended immediately, and the suspension will continue for a minimum of thirty (30) days after the date when all fines and costs are paid in full and the license is received by the Chairman SOM or the SCCA Topeka Office.~~
- ~~5. For a second illegal drive train offense, the competitor will be permanently disqualified from further Enterprises Sports Racer competition.~~

~~**20.—Enterprises Sports Racer Drive Train Protest**~~

- ~~a. Protests shall be filed per the GCR.~~
- ~~b. Protestor will specify the drive train item suspected (i.e., transmission or engine). The tear-down bond to remove the motor and transmission is in three (3) parts:

 - ~~1. Remove and replace motor and transmission - \$400.00

 - ~~a. Will be done by an SCCA representative or other shop that is equipped for this type of work and will be paid directly.~~~~
 - ~~2. Ship motor to Enterprises and test - \$500.00 plus freight and crating charges

 - ~~a. Enterprises will inspect the motor, (item 2), and will notify the Chairman SOM as soon as possible as to the results.~~~~
 - ~~3. Protest Fee: Regional \$25.00, National \$50.00.~~~~
- ~~c. Enterprises shall retain the evidence, and the SCCA shall retain the fee, (item 3), until the period for appeal has passed.~~
- ~~d. The Chairman SOM is required to inform Enterprises of the protest using the ESR Protest Information Form. A copy of the protest shall be sent to Enterprises.~~
- ~~— If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees (\$900).~~
- ~~— The protestee will not be allowed to compete again until all costs are paid. If found legal, the protestor forfeits fee (items 1 and 2) above.~~
- ~~e. If found illegal, competition privileges will be suspended immediately, and the suspension will continue for thirty (30) days after all costs are paid in full.~~
- ~~f. For a second illegal drive train offense, the competitor will be permanently disqualified from competing in ESR competition.~~

2118. Accessory Items

- a. Mirrors are free.
- b. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.
- c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Taping of body joints is not allowed
- d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as supplied by Enterprises.
- e. Engine compartment fluid hoses may be insulated using heat shield or wrap.
- f. Front and rear tow hooks are required see GCR section 9.3 Towing Eyes.”

SRF

1. #20622 (December Fastrack - Formula/Sports Racing Committee) Muffler Packing
 Enterprises has eliminated packing in the standard mufflers for 2017.
 Per the request of SCCA Enterprises, change 9.1.8.E.2.J.:

J. EXHAUST

Exhaust may be plated or coated. Repairs may not alter the configuration or tuned length of the header or tail pipe.

Standard Muffler Kit G1190523 (including Standard Muffler P/N 390523) is required for all events. For tracks with stricter sound requirements Quiet Muffler Kit P.N G1190524 is available as a replacement for that event. *Muffler packing of any kind is not permitted.*

2. #20623 (December Fastrack - Formula/Sports Racing Committee) Brake Bias Adjusters
Per the request of SCCA Enterprises change 9.1.8.E.V.u.

~~u. At the option of the owner a brake bias adjuster is permitted to be permanently installed and may be connected for all on-track activity. The control knob shall be installed in the cockpit in a position that is easily accessible to the driver. The Spec Racer Brake Bias Adjuster Kit, P/N 880914, will be available through Enterprises and shall be the only approved adjuster. The kit must be installed per the instructions that accompany the kit.~~ *Cockpit Brake Bias Adjusters are optional. SCCA Enterprises Brake Bias Adjuster Kit, P/N 880914 or any commercially available mechanical cable (non-electric) Brake Bias Adjuster is allowed. Adjuster must be permanently installed, in a safe, easily accessible location to the driver and shall perform no other function.*

GCR

1. #19866 (September Fastrack - SCCA Staff) Update Section 5.1.2.B. U.S. Majors Tour language
Change 5.1.2.B.:

B. U. S. Majors Tour

The SCCA will appoint for each Conference, a Series Administrator, and, upon consultation with the Chairman of the Stewards Program, a Race Director and a Series Chief Tech Inspector. All other event stewards shall be appointed by the Executive Steward for the event's Division, with input from the Race Director. The organizer conducting the event appoints all other officials, subject to approval by the Executive Steward. U.S. Majors Tour Race Director and the Chief Steward at each event in their Conference. *At U.S. Majors Tour events, where there is a Race Director and a Chief Steward, the Race Director has final authority over the event. The Race Director must still adhere to the responsibilities stated in 3.1.1.D.2 and 5.12.2.*

2. #19909 (September Fastrack - Todd Butler) 5.9.3.C Minimum Impound Inspection
Thank you for your letter. Change 5.9.3.C.:

5.9.3.C Minimum Impound Inspection

For each impounded car, the weight and ~~at least 2~~ other items appropriate for the class ~~will~~ *may* be inspected, as agreed upon by the Race Director or Chief Steward and the Series Chief Tech inspector or Chief Technical Inspector. The Race Director or Chief Steward may also order that a wheel or intake choke(s) or restrictors be removed during impound for inspection. These inspections are not subject to the fees outlined in 5.12.3.C.5. Additional inspections may be conducted through the protest procedures outlined in 8.3.3.

4. #20215 (December Fastrack - Todd Butler) Class Management Changes
Thank you for your letter. Change the following GCR references:

3.7.3.4.A Invitations to the SCCA Runoffs – Changes Effective ~~4/1/17~~ 1/1/18

A. Invitations to the SCCA Runoffs

Three distinct paths exist for qualifying for a Runoffs invitation. Invitations are issued to all drivers in **invited** each Runoffs-eligible class based on the following minimum qualifications:

3.7.3.4.C Invited Runoffs Classes – Changes Effective ~~4/1/17~~ 1/1/18

C. Invited Runoffs Classes

Club Racing in consultation with Club Racing Board will determine the number of Runoffs-eligible classes invited to the Runoffs consistent with the event format and venue.

~~All Runoffs-eligible classes are invited to the Runoffs.~~

1. A Runoffs-eligible class with a minimum of 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion.

2. A Runoffs-eligible class with fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion but subsequently be on probation for the following year's Runoffs. Should a class on probation at the Runoffs fail to have a minimum of 10 qualified drivers enter and participate in at least one on-track session the year it is on probation, that class may run as a supplemental class but will not name a National Champion.

3. Classes may be combined as needed to limit the number of race groups with a preference for combining no more than 2 classes for any race.

IT

1. #19493 (October Fastrack - Improved Touring Committee) Allow the Removal of Power Assist in Steering Systems

NOTE: This letter was published in the August 2016 Fastrack Minutes and approved by the Board of Directors in their August meeting to be effective 1/1/2017. **The CRB recommends changing the location of this wording within the GCR FROM 9.1.3.D.1.o TO 9.1.3.D.5.e.1.**

~~In the ITCS, add the following section after 9.1.3.D.1.n~~

Create 9.1.3.D.5.e.1: ~~9.1.3.D.1.o~~ 1. Power steering may be disabled or removed in whole or in part. Hydraulic steering assist pumps, valves, reservoirs, hoses, and heat exchangers, and Electric steering assist motors, sensors, and controllers may be removed. Hydraulic hoses may be looped and a reservoir may be added to maintain a supply of fluid for depowered racks. Electric systems may be disconnected. Openings to the mechanical steering system created by this allowance may be plugged or filled. If power steering is present, it must be the system fitted as stock for the vehicle without modification except where expressly permitted

otherwise by these rules.

2. #19726 (October Fastrack - Improved Touring Committee) Category Wheel and Tire Size Review

NOTE: This letter was published in the August 2016 Fastrack Minutes and approved by the Board of Directors in their August meeting to be effective 1/1/2017. **The CRB recommends changing this letter. It will be re-submitted to the Board of Directors for approval in their December 2016 meeting, with the recommendation for implementation 1/1/2017.**

NOTE: This changes only the portion of the August recommendation for the ITS 8 inch wheel (from 245 to **225) and the ITB 7 inch wheel (from 225 to **205**)**

re-word section 9.1.3.D.7.a as follows:

7. Wheels/Tires

a. Any wheel/tire may be used within the following limitations.

1. ~~Cars may not fit wheel diameters larger than those listed on their spec line.~~ Knockoff/quick change type wheels are prohibited. Wheels must be made of metal.
2. Tires must conform to 9.3.45.
3. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound. Wheel spacers are permitted.
4. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.
5. Any wheel stud, bolt, and or nut is permitted.
6. Maximum allowable rim widths: ~~ITR - 8.5 inches, classes ITS and ITA - seven (7) inches; classes ITB and ITC - six (6) inches.~~ **wheel rim and tire section width combinations are as follows:**

Class	Max Rim Width	Max Section Width
ITR	9 inches	275
ITS	8 inches	245 225
	7 inches	275
ITA	7 inches	225

<i>ITB</i>	<i>7 inches</i>	<i>225 205</i>
	<i>6 inches</i>	<i>225</i>
<i>ITC</i>	<i>6 inches</i>	<i>225</i>

7. *Original equipment wheels supplied by the manufacturer for the year(s), make, model and trim level(s) of the car as listed on the spec line may be used regardless of size unless noted otherwise on the vehicles spec line. Tire section width limit for stock wheels larger than specified above is the smallest size listed for the class. Note that this allowance does NOT permit the use of ~~tires of a greater section width~~ or aftermarket wheels of the stock size when larger than listed in D.7.1.a.6.*

Remove column “Wheel Dia. max (inch)” from all spec lines

3. #20000 (October Fastrack - Ronald Earp) Power Steering Allowances

Thank you for your letter. Please see updated version of 19493, effective 1/1/2017 for additional information.

Add 9.1.3.D.5.e.2: *2. Power steering coolers or cooling systems may be added or replaced. Location within the bodywork is unrestricted, provided that it/they are not mounted within the driver/passenger compartment. Hydraulic hoses are unrestricted.*

Prod

1. #20367 (December Fastrack - Tom Feller) Aftermarket Rockers and Pedestals

Thank you for your letter. Revise the second sentence of 9.1.5.E.2.a.5. as follows:

“Rocker shafts *and/or shaft pedestals*, when utilized in the stock system, can be replaced by an alternate shafts *and/or pedestals* and is *are* unrestricted».

SM

1. #19992 (October Fastrack - David Wheeler) Specify Battery Weight and Size

Thank you for your letter. Change 9.1.7.C.1.o.5 as follows: 5. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, ~~and weight~~, and are fitted in the standard location. *Batteries shall weigh 18.0-28.0 lbs.* Additional battery hold-down devices may be used and are strongly recommended.

2. #20047 (October Fastrack - Spec Miata Committee) Piston Max Diameter

Change Table 4.:

Table 4: Piston Weight <i>& Max Diameter</i>			
Model Year	Part Number <i>Maximum Diameter</i>	Minimum Weight (w/o wrist pin and hardware) (grams)	Minimum Weight Wrist Pin (grams)

90-93 (STD.)	B6Z2-11-SA0C <i>77.974 mm 3.0698 in</i>	271.5	86.0
90-93 (.010" over)	B6Z2-11-SB0C <i>78.217 mm 3.0794 in</i>	TBD	TBD
94-97 (STD.)	BPY11-11-SA0A <i>82.975 mm 3.2667 in</i>	291.5	80.0
94-97 (.010" over)	BPY1-11-SB0A <i>83.225 mm 3.2765 in</i>	TBD	TBD
99-00 (STD.)	BPZ0-11-SA0 <i>82.975 mm 3.2667 in</i>	288.0	78.0
99-00 (.010" over)	BPZ0-11-SB0 <i>83.225 mm 3.2765 in</i>	TBD	TBD
01-05 (STD.)	BPZ3-11-SA0 <i>82.975 mm 3.2667 in</i>	288.0	78.0
01-05 (.010" over)	BPZ3-11-SB0 <i>83.225 mm 3.2765 in</i>	TBD	TBD

3. #19951 (December Fastrack - Spec Miata Committee) Allow Splined Spacer in Transmission
Add 9.1.7.C.2.g: *g. Transmission countershaft spacer Mazda p/n M504-17-304 may be replaced with a splined spacer, Mazda part number 0000-02-5722-SP.*

STL

1. #20108 (October Fastrack - Tom Lamb) STL 2% Weight Reductions for Non-ABS Cars
Thank you for your letter. Insert 9.1.4.N.10, move current .10 to .11

10. Vehicles not equipped with ABS brakes may reduce their weight by 2%.

2. #20546 (December Fastrack - Marc Cefalo) Allow BP-Z3 and BP-VE Engines for Mazda Miatas

Thank you for your request. Add to 9.1.4.2.I Table B "Alternate Vehicle and Engine Allowances"

Mazda BP-Z3/BP-VE engine (EDM) / (none) / Chart / (none)

T1

1. #20394 (December Fastrack - David Mead) Disparity in T1
Thank you for your letter.

For T1 Full Preparation cars, remove the words "Comp Coupe" from all 7 specification lines.

Change the weight on the Audi R8: ~~3200~~ **3500**

Remove the Notes for the Chevrolet Corvette Cadillac /XLR (04-09) and replace with:

The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. World Challenge body work kit for C5 or C6 Corvette Advanced Composite Products permitted: rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), hood (p/n:C6/A0021) rear fender (LH)(p/n:C5/A0009), rear fender (RH)(p/n:C5/A0010), front fender (LH)(p/n:C5/A0048-L), front fender (RH)(p/n:C5/A0048-R), hood (p/n:C5/A0029)

Any combination of these additional parts permitted with 200lbs weight penalty: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH)(p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), , instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272; 72.25 inches wide) may be used. Deck lid (p/n:C5/A0028), door (RH) (p/n:C5/A0030), door (LH) (p/n:C5/A0031), front fascia (p/n:C5/A0001 or C5A/0002), rear fascia (p/n:C5/A0011), left front mounting rail (p/n:C5A0015LT), right front mounting rail (p/n:C5A0015RT), headlight mounting panel (LH)(p/n:C5A0018-L), headlight mounting panel (RH)(p/n:C5/A0018-R), , instrument panel (p/n:C5/A0032), roof (p/n:C5/A0027), rocker (LH) (p/n:C5/A0005), rocker (RH)(p/n:C5/A0006), rear spoiler (C5/A00013), front under tray (p/n:C5/A0022), rear wing (p/n:C5/A0012-CF-72")

Non-OEM rear wing/splitter reduce restrictor by 5 mm.

Change the BMW E46 M3 & E36 / BMW Z3 Chassis Notes:

Pennon Fender flares allowed. Flossman body kit is permitted *with 300lb weight penalty*. The headlights can be modified to allow air to pass into the engine induction system.

2. #20436 (December Fastrack - Club Racing Board) Roll Cages for All Touring Cars

To improve safety for T2 cars, the CRB recommends the following changes for Touring roll cages. (Note that rules written for Production-based cars in 9.4 enable all T1 cars to follow the rules in 9.4.)

Change 9.4.E.1. 1. Improved Touring, Spec Miata, B-Spec AND Touring (excluding T1 *and T2*) classes—The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points as specified in these rules. Rollcage may not pass through any structural member, except Miata rear main hoop braces may pass through the package tray.

Change Appendix I, 9.4.3.A.2.: 2. It shall attach to the car at no more than *twelve (12), (T2)*; eight (8) points, *(T3-T4)*; with the forward section of the cage attaching to the front bulkhead or front fender wells (see figure 16).

3. #20523 (December Fastrack - Allen Davis) Electric Door Latch Systems
Thank you for your letter.

Change 9.1.9.1.A.6.: 6. All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. *Electric door latches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked to be visible to workers.* Aftermarket latches and hinges may be used but shall not protrude beyond outer surface of bodywork. The stock side impact beams may be removed when NASCAR style door bars are installed.

For T2-T4, add 9.1.9.2.D.8.a.4.c: *c. All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Electric door latches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked to be visible to workers.*

4. #20536 (December Fastrack - Michael Pettiford) Allow Headers in Limited Prep
Thank you for your letter. Change 9.1.9.1 Limite T1:

Limited T1:

See Limited T1 specification lines for the list of cars permitted to run in T1 in a limited preparation level configuration. These cars shall be prepared to the T2 level of preparation found in 9.1.9.2. *Aftermarket headers allowed.*

5. #20602 (December Fastrack - Craig Anderson) ABS in T1
Thank you for your letter. Change 9.1.9.1.O.9: 9. Anti-Lock Braking Systems (ABS) are permitted on cars that use the OEM ABS brake components as supplied. *Aftermarket ABS systems or controllers (i.e. Bosch, Tevis) are permitted with +100lb weight penalty.*

6. #20679 (December Fastrack - Touring Committee) T-1 Remove Allowance Non-Composite Doors

Change 9.1.9.1.A.1: 1. OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, hatch, ~~doors~~ and/or trunk/deck lid with nonmetallic composite parts provided that the panel maintains the OEM profiles. Wheel arches may be flared up to 3" and must maintain the OEM profile. The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not

expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified.

T2

1. #20073 (October Fastrack - Club Racing Board) Add Replacement Damper to T2 Camaro (98-02)

For the Chevrolet Camaro SS (98-02) and Pontiac Firebird (98-02), add to Notes: *ATI Super Damper part #918844 permitted.*

2. #20599 (December Fastrack - Marty Grand) Help for the Mitsubishi Evo 8-9

Thank you for your letter. Change the specification line for the Mitsubishi Lancer Evo8/9 / RS / GSR / MR(03-06):

Weight: ~~3400~~ *3300*

Add to Notes: *Turbocharger part number FPEV0971CHRA allowed. 44 mm TIR restrictor required.*

3. #20665 (December Fastrack - Richard Kulach) 370Z Competition Adjustments

Thank you for your letter.

Change the Notes for the T-2 Nissan 370Z (09-13) / 370Z NISMO Edition (09-13):

Notes: 5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Springs up to ~~800~~ *1000*#/in front and rear allowed. 54010-SZ350 (F) and 55020-SZ350 (R) allowed. Cold Air Intake allowed. Header permitted - Part # 14002-SS370. Rear spring relocation permitted to allow coil over shocks. *SPL suspension kit permitted that includes: rear camber arms #SPL RLL Z34, SPL rear toe arms #SPL RTA Z34, SPL rear traction arms #SPL RTR Z34, SPL front camber arms #SPL FUA Z34, SPL rear mid link #SPL RML Z34.*

T2-T4

1. #19687 (December Fastrack - Eric Heinrich) WDYT #19408 T2-T4 Overbore

In response to member feedback in WDYT letter #19408, add 9.9.1.2.D.1.a.5. to allow .010" overbore as part of overhaul procedures for all non-spec rules cars:

5. Overbore permitted T2-T4, .010" maximum overbore with +20lb. weight penalty. This allowance does not apply to any car adhering to spec rules.

2. #20542 (December Fastrack - Touring Committee) Consider Transfer Fuel Pump for T2-T4
Thank you for your letter. Add allowance for saddle bag type fuel tanks T2-T4.

Add 9.1.9.2.D.1.c.4: *4. For cars that have OEM saddle bag fuel tanks, a single auxiliary aftermarket fuel transfer pump is permitted if the only function this transfer pump performs is to transfer fuel to the OEM pump.*

3. #20597 (December Fastrack - Anthony Cuthbert) Replace Sunroof with Fiberglass

Thank you for your letter. Change 9.1.9.2.D.8.a.4.a.: a. Sunroofs, Targa tops, and T-tops are

only permitted if installed by the manufacturer of the vehicle. If installed they must be retained on the vehicle, run in the closed position, and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted. The glass sunroof may be replaced with a metal panel *or a panel made of the same material as the roof of the car* and all its associated mechanical components may be removed; the panel must be the same thickness as the roof material; the panel must retain the shape of the glass sunroof ~~and must be painted in body color.~~

T3

1. #20513 (December Fastrack - Touring Committee) Request adjustment for RX-8 in T3
Thank you for your request.

In T3, Mazda RX-8 Base/R3 (04-12), make the following changes:

Wheel size: TBA 18x9

Weight: ~~2900~~ *2800*

Notes: "Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive. Front sway bar permitted 32mm MAX rear sway bar 19 MAX, Front springs max 750, 500 rear. Cold air intake permitted. Header permitted. *Aftermarket flywheel and single disc clutch permitted with no weight penalty.*

2. #20651 (December Fastrack - Robert Schader) Clarification of T3 Nissan 370Z Nismo Spec Line

Thank you for your letter. Make the following changes in the specification line below:

Nissan 370Z (09-~~13~~ *16*) / 370Z NISMO Edition (09-13)

Add to Notes:

Max spring rate of 700 lbs/in front and rear.

3. #20677 (December Fastrack - Touring Committee) Allow optional hardtop Global MX-5 for T3

Allow optional hardtop MX-5 Global Cup Miata (2016) for T3. Add to the Notes:

Notes: Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all MX-5 Global Cup rules in Appendix. Tires must conform to the Touring rules. *Mazda hardtop (part #TBD) permitted with +50lbs weight penalty. (if a hardtop is used, latches shall be replaced with positive fasteners).*

4. #20678 (December Fastrack - Touring Committee) Allow hardtop for Mazda MX-5 Cup (non 2016 Global Cup MX-5)

Add to Notes:

Must comply with 2014 SCCA Pro Racing MX-5 Cup Regulations. Competitor must have the rules in their possession and present them upon request. *Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners)*

T4

1. #20491 (December Fastrack - Dave Kutney) Remove OE Shock and Mount from Spec Line for T4 Pontiac Solstice

Thank you for your letter. Change the Notes for the Pontiac Solstice / Saturn Sky (06-09) :

The following items must remain stock: ~~shock/struts (including mounts)~~; and transmission differential - unless specified below. Detachable hardtop GM part # PCS-0664 may be installed (if a hardtop is used, latches shall be replaced w/ positive fasteners and convertible top shall be removed). Limited slip differential (G80), factory ABS (JL), and suspension option (ZOK) allowed. Cold Air intake permitted. *Eibach springs permitted (part # 4.11138), ST sway bar kit allowed (part # 52246). Any non-adjustable shock permitted and adjustable spring perch to meet ride height requirement.*

Appendix B: 2017 RoadRally Rules Updates

ARTICLE 4 SCCA-SANCTION

C) Application for Sanction:

Any event proposed as a NTR, DTR, NCR, DCR, NGR or DGR must be sanctioned by the SCCA in accordance with all requirements set forth in these RRRs and in the RFOs.

An SCCA Region desiring sanction for an SCCA **RoadRally** Championship National rally must submit a calendar date request to the Rally Department at least 4 months prior to the event for a National event and 2 months for a Divisional event.

At least 90 days prior to the proposed National RoadRally, **or 45 days prior to the proposed Divisional RoadRally**, an SCCA Region (in applying for sanction) must submit to the RRB, via the Rally Department, a detailed description of the proposed event, ~~a draft of the event's GIs~~, and requests for any exceptions to these RRRs. **A draft of the event's GIs must accompany the sanction request for all National RoadRallies and for Divisional Course RoadRallies.**

The **RRB-NEC** as part of the sanctioning procedure, will determine the number of pre-checks required. This determination will be made within ten working days after receipt of the sanction application.

The RRB specifically reserves the right to refuse calendar listing or sanction of a proposed National **RoadRally** if, in the opinion of the RRB, the rally appears not to conform to required standards. The RRB reserves the right to withdraw a granted sanction at any time prior to the running of an event if, in its judgment, the event committee has failed in important respects to conform with these RRRs, the RFOs, or any recommendation of the RRB, or to observe their spirit, or if it believes the rally will fail to meet required standards. It reserves the right to withdraw sanction after the running of the rally when, in its judgment, such withdrawal is necessary or advisable in the interests of the contestants. Application for National **RoadRally** status or acceptance of it by any SCCA Region shall constitute recognition of these rights.

The prohibition against co-sanctioning and/or co-sponsoring events by SCCA shall

not prevent cooperation by SCCA Regions with other organizations provided that the events are controlled by the sanctioning region, and are conducted in accordance with SCCA rules and regulations pertaining to the event.

ARTICLE 8 ANNUAL *RoadRally* CHAMPIONSHIP

B) National Champions

4) Champions in each Class shall be determined by the accumulation of points earned in SCCA *RoadRally* championship events. Points shall be assigned per Article 8.C), defined as one equivalent. Points earned on a National event shall be double the points assigned in Article 8.C), defined as two equivalents. ~~Points earned on a USRRG event shall be triple the points assigned in Article 8.C), defined as three equivalents.~~ Contestants may count the best ten (10) of the first fourteen (14) equivalents started or worked in each series, with at least two (2) of those best ten (10) equivalents coming from a National event. Contestants may accrue a maximum of 100 points in each series. ~~Divisional events may account for a maximum of 70 of these points in each series, in addition to any worker's points earned~~

C) Points Scoring System

Points shall be awarded only on the basis of finishing position in rally class and not on the score of any individual section of a rally or in a supplementary event. In case sanction of a rally is withdrawn retroactively, such rally shall be deleted from the annual championship scoring.

The Chairman of an SCCA *RoadRally* Championship event may identify up to four persons who have participated in the event in the capacity of Chairman, Rallymaster, or pre-check crew member to receive worker points for that event. ~~Such workers shall receive 10 points toward the championship series of their choice (this choice must be noted on the worker point form).~~ Such workers shall receive 20 points for a National event and 10 points for a Divisional event toward the championship series of their choice (this choice must be noted on the worker point form). Once the Chairman has officially declared the persons to receive worker points, the designees may not change. The designation must be made at the time official results are submitted, or worker points will not be awarded. A maximum of ~~40-20~~ worker points per series shall be awarded to an individual per season.

D) Championship Awards

~~Championship Series awards shall be presented to the top 10% of those competing that year in each category. In the event of ties for the last award, the number of awards shall be increased to include those tied. If two or more contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall not be vacated.~~

~~At the conclusion of the competition year, contestants who have neither met the eligibility requirements described in Article 8A nor competed in at least one National *RoadRally* during the year in that Series (Tour, Course, GTA) will be removed from the standings. Finishing positions will then be assigned. If two or more~~

contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall be vacated. Awards will be presented to the top 10 positions in each Class in each Series.

ARTICLE 13 VEHICLE INSPECTION

~~2) The organizers shall insure that an SCCA RoadRally sticker (available from the SCCA Merchandising Department) is affixed to both sides of each vehicle, and that any commercial advertising is in good taste.~~

APPENDIX C PROGRAM AWARDS

B) ARTHUR J. GERVAIS AWARD

Arthur J. Gervais was a longtime Rallymaster of the Historic New York National **RoadRally**. This award is presented annually in recognition of the outstanding NCR. Selection is made by vote of the top 20 competitors in each class who have competed in at least three **National Course** events. Prior to 1989, this award encompassed all National Rallies each year.

C) W. DAVID TETER TOURING RALLY OF THE YEAR

W. David Teter was the editor of the modernized and comprehensive **RoadRally** Rule Book, Rallymaster of seventeen consecutive March Lamb Regional rallies, and an outstanding competitor on the NTR circuit. This award is presented annually in recognition of the outstanding NTR. Selection is made by vote of the top 20 competitors in each class who have competed in at least three **National Touring** events.

Appendix C: 2016 RallyCross Board Rules Package

3.1 ELIGIBLE VEHICLES

A RallyCross event is open to any fixed-roof, four-wheeled, mass-produced passenger vehicle (including convertibles with a factory hardtop attached, targa-types with factory panel in place, t-tops with factory panels in place) that can pass safety inspection. **A vehicle that meets the definition above but was not originally sold in the United States (e.g. Canada, Japan/JDM or Europe-only vehicle) is eligible if it meets applicable safety and preparation allowance requirements.** If the Event Chairman after consultation with the Event Safety Steward determines at his discretion that a vehicle cannot safely negotiate the course, it may be excluded. The following types of vehicles are currently not eligible to compete: ATVs, UTVs, side-by-sides, Trophy Trucks, Crosskarts, Formula Cross, Legend

cars and tube-frame vehicles.

3.2 VEHICLE/DRIVER SAFETY

P. Helmets must be worn by all drivers and passengers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SAH2015, SA2010, SAH2010, SA2005, SA2000, M2015, M2010, M2005, ~~M2000~~, K2015, K2010, K2005, K2000), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A, or British spec BS6658-boxes 85 type A/FR or ECE 22.05 standards (2005, 2010 or 2015) are acceptable.

3.3.C. VEHICLE CLASSIFICATION - Stock Category

2. Tires must be U.S. Department of Transportation (DOT) approved and display the applicable DOT symbol and Tire Identification Number (TIN) label. Tires with the equivalent Canadian DOT and TIN labels are allowed on Canada-registered vehicles at Regional events. Tires marked "For competition only", "Not for street use" or similar, are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. No studded tires are permitted at National events unless ice or snow is present; Regional and Divisional events may allow studded tires any time. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. Alternate tire sizes are allowed but tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc.). Inner tubes are considered an integral part of the tire.

3.3.C. VEHICLE CLASSIFICATION - Stock Category

4. The additions of protective equipment is ~~are~~ allowed with the following exceptions:
a. The modifications must only provide protection to the car and/or occupants and provide no performance advantage. Examples of allowed protective equipment include skid plates to protect under-body components and to protect lower front fascias from ground contact, mud flaps and bolt-on fender flares to protect paint from gravel damage, driver restraints/harness belts and roll cages/bars to protect occupants, and strut caps to prevent failure of strut mounts. Examples of non-allowed modifications that provide a performance advantage include larger radiators to reduce engine temperatures, oil catch cans to reduce oil in the intake system, vents/scoops to improve cooling or intake airflow, additional ducting to improve engine or brake cooling.

3.3.D. VEHICLE CLASSIFICATION - Prepared Category

15. Vehicles may substitute ~~one~~ any differential with a mechanically governed limited slip or locking unit of an alternate type. This includes spools and welded stock differentials. This does not allow the use of a differential with external controls (electronic or otherwise) to regulate slip or locking. Differentials must be contained in a stock unmodified housing/third member with stock or optional ring and pinion ratios available for the specific model, body, and year of the vehicle only. ~~4wd vehicles may not substitute more than one differential with an alternate type.~~

3.3.D. VEHICLE CLASSIFICATION - Prepared Category

25. Oil catch tanks may be added.

3.3.E. VEHICLE CLASSIFICATION - Modified Category

3. All non-essential components may be removed, replaced or relocated for the purpose of weight reduction or with the following requirements:

e. Fenders and doors may be modified or replaced but not removed.

3.3.E.3. VEHICLE CLASSIFICATION - Modified Category

i. Aerodynamic devices, including wings, splitters, spoilers and spats, may be added, removed or modified. Any such devices used must be securely mounted to the vehicle.

5.4 APPEALS PROCESS

1. Court of Appeals

Effective 2009, the RallyCross Board will establish a standing Court of Appeals (COA) to hear any/all appeals that arise from RallyCross events. This COA will consist of three members who will serve for a period of one calendar year (1/1 to 12/31) from the date of appointment, but and may serve more than one consecutive term. One will be a member of the current RallyCross Board of Directors and the other two will be competitors.

4.2 EVENT OPERATING RULES

J. FIREARMS - Possession of firearms is only permitted in compliance with federal and local ordinances and per facility rules and regulations. Firearms are not permitted in competition vehicles while on course.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 19-20 and 22

The Solo Events Board met in Kansas City November 19-20 and by conference call November 22nd. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2018**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

Recommended Items for 2018

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Street

#20029 Please reclassify 1994-2004 V-6 Mustang to H Street from G Street

The SAC is recommending the following classing change effective 1/1/2018:

Move **from GS to HS**

Ford

Mustang V6 (1994-2004)

#20058 Kia Forte Koup SX (2.4L naturally aspirated) Classed in HS

The SAC is recommending the following classing change effective 1/1/2018:

Move **from GS to HS**

Kia

Forte & Forte Koup (2.4L)

Member Advisories

General

#21026 Protesting a Course

Per the SEB, the following wording clarification is to be added to the Supplemental Regulations for the Nationals, under section G:

“G. Protest & Appeals: See Solo® Rules Section 8

1. A protest against a course may only be accepted up to the time at which that course is closed for walking at the beginning of each competition day.”

#21071 Personnel changes

The BOD has approved the addition of Zack Barnes and Marshall Grice to the SEB.

The SEB thanks Richard Holden and Steve Hudson for their service as SEB members

Street

#19713 Legality of 2016 Camaro SS Brake Cooling Package Parts

The subject parts do not meet the definition of a standard part per section 12, as they are not installed on the factory production line. Please see this item number elsewhere herein for a relevant change proposal.

#19921 Porsche GT4 wheel size question

Competitors may run any wheel that meets the definition of a “standard part” in Section 12 of the rulebook. Specifically, but not limited to, “An item of standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States.” The particular car in question cannot be delivered from the factory with the “winter wheels” hence they are not currently compliant.

Please see a related wording change proposal referencing item #19713.

#20626 Clarification for replacement intake components

Thank you for your input. The SAC believes that hose clamps would be covered by the provisions of section 13 and hence could be substituted with alternate similar parts that provide no performance benefit.

Street Modified

#21032 SMAC Committee Personnel

The SEB thanks Jim Thompson and Martin Valent for their service on the SMAC.

Modified

#21071 Personnel changes

The SEB thanks Marshall Grice for his service as a member of the MAC.

Change Proposals

General

#18648 Fuel cell ground clearance rule change

The following package of rule change proposals, provided here for member review and comment, is intended to more consistently address issues pertaining to fuel cell installation:

Change 16.1.D.2.d to read as follows:

“d. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

1. The fuel tank/cell may be located within the same area as the OE tank.

2. If the fuel tank/cell does not fit within the same area as the OE tank, the requirements of 3.3.3.26 must be met.”

Move from 16.1.D.2.d to new 3.3.3.B.26 and amend as follows:

“26. For those categories which permit fuel cells and/or fuel tank modifications or replacements, the following requirements apply if the fuel tank/cell does not fit within the same area as the OE tank:

- a) No part of the fuel tank or fuel cell shall be closer than 6.0" (15.2 cm) to the ground unless enclosed within the bodywork and mounted above the floor pan. A metal bulkhead is required that provides total separation between the driver compartment and the compartment containing the fuel tank and/or filler/neck. This includes fuel tanks that are flush mounted with driver compartment panels or otherwise exposed to the driver compartment. Fuel filler doors in the driver compartment must be positively fastened (non-metallic fasteners are not allowed). For the purposes of these rules, a fuel tank consisting of a structure containing a fuel bladder is considered to be the entire fuel cell including the containing structure. The containing structure of a fuel cell does not qualify as a bulkhead. A separate metal bulkhead must isolate the fuel cell from the passenger compartment.
- b) Internal body panels may be modified to accommodate the installation of the fuel tank as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel tank.
- c) Fuel tank breathers shall not vent into the driver/passenger compartment."

Change 17.2.Q.1 as follows:

"1. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

a. The fuel tank/cell may be located within the same area as the OE tank.

b. If the fuel tank/cell does not fit within the same area as the OE tank, the requirements of 3.3.3.26 must be met."

#21022 Update to 12-month rule

The SEB is seeking member input on the following proposed change to section 3.2:

"3.2 VEHICLE CLASSIFICATION

New car makes, types, and models will be classified by the SEB as soon as sufficient information is available to do so. The SEB may reclassify a car *at any time up to and including December of the calendar year following that of the initial classification*, without the approval of the Board of Directors. 'Initial classification' includes the addition of a new listing on an exclusion list."

Explanation: The SAC routinely has to delay initial classification to manage the current 12-month rule; The SEB believes it's in the membership's best interest to get initial classifications out as early as possible yet still allow the SAC and SEB to see results from the National Championships before deciding if a car should be moved.

#21023 Timing Systems Requirements Update

The SEB is seeking member feedback on the following proposed change to 7.2, to more accurately reflect how the National Staff and event officials manage available alternate (backup) timing equipment for the Solo National Championship:

"7.2 TIMING SYSTEMS FOR NATIONAL SOLO EVENTS

There shall be at least two (2) operable electronic timing systems per course at the Solo National Championship. ~~The Chief Steward will establish the timing accuracy between the systems prior to the beginning of the runs. One system will~~

~~be designated the primary system and all times listed obtained from such system. In the case of a primary system failure, the secondary system shall be used, with appropriate time corrections being made prior to the listing of the times, until the primary system can be activated and utilized.~~ Alternate *timing* systems and *operating* procedures may be approved by the SEB.”

#21024 National Appeals Committee

The SEB is proposing a minor change to the NAC composition rule, as follows:

“10.4 COMPOSITION OF THE NATIONAL APPEALS COMMITTEE

The purpose of the NAC is to render a final decision in any appeal permitted to be taken under this Section. The NAC will be appointed by the SEB *and shall consist of three standing members plus two alternates*. Members who competed in the same event and class addressed in an appeal, or who have other personal interest in the appeal, must disqualify themselves from participating in the appeal. If fewer than three members are available, then additional people to reach a total of three may be appointed by the SEB to address that appeal. It is the intent of these provisions to provide for resolution of differences before a Committee composed of individuals with individual and collective expertise in Solo® matters.”

#21025 Protest Chief Duties

The SEB is proposing the following minor change to the Chief of Protest duties in section 5.10:

“5.10 CHIEF OF PROTEST

The duty of the Chief of Protest is to serve as Chairman of the Protest Committee, to provide leadership to the Protest Committee, *to provide prompt notification of protest filings to affected parties*, and to provide notification of protest decisions to the parties involved (i.e., the protestor[s] and protestee[s]). He/she may or may not elect to vote on protest rulings. He/she may also be a driver in the same event, but will perform no other duties for the event.”

Explanation: In most cases, a successful protest will change the results of the class. We are proposing this change so the duties of the Protest Chief include notifying those who would be effected by the change. An example would be an announcement to those on the grid that a protest has been filed.

#21094 Octane Rating

The following rule change proposal is provided by the SEB for member review and comment:

Add to the end of the first sentence of 3.6.A as follows:

“Street and Street Touring category vehicles will use fuel which is Federally approved for use on public highways, *and which does not exceed an octane rating of 95 (per (R+M)/2)*.”

Street

#19713 Legality of 2016 Camaro SS Brake Cooling Package Parts

The SEB is proposing the following wording changes to the definition of “Standard Part” in section 12:

“Standard Part

An item of standard or optional equipment that could have been ordered with the car, ~~installed on the factory production line~~, and delivered through a dealer in the United States. ~~Port-installed options; Manufacturer options that are dealer installed, port installed, or parts~~ provided by the manufacturer are considered to be the same as those installed on the factory production line. Dealer-~~installed~~ options, *accessories*, or deletions (except as required by factory directives), no matter how common or what their origin, are not included in this definition. This definition does not allow the updating or backdating of parts.”

Background information:

This change will allow parts supplied to the consumer, such as the Camaro SS Brake parts delivered in every Camaro, to be used in Solo.

Additionally, the recent change to Section 3.4 (See the BOD Section of the December Fastrack, #17283) allows the SEB to offer another class for a specific option package when warranted. The changes in automobile manufacturing and delivery processes have increased the use of the port and dealer system for accessories and performance options. This change would have allowed the SEB to address challenges like the Miata MSR package and the TRD options offered for the Scion FRS in an expedited timeline. Should a special “trunk kit” or other performance part that was port installed or dealer installed by factory directive become available, the SEB can act accordingly in the future.

Chevrolet has expanded performance options for the 2016-2017 Camaro to include options on the company’s website that do not clearly define if they are installed on the factory floor or the dealer’s facility by factory directive, or if they are offered as accessories by the dealer. The SAC and SEB will attempt to list certain performance options when they create a Member Advisory or Tech Bulletin, if necessary. See Appendix F for guidance.

An example is the package of TRD springs and bars for the Scion FRS. The option is available on the Scion website. In some cases, the dealership performed the installation instead of the port facility. The lines that define factory floor, port and dealer installed have become increasingly blurred. This change will allow the SEB and its committees to class port installed and domestic manufacturers “dealer installed by factory directive” options based on member input and desires.

#20588 Move non

The SAC would like member feedback on the following class change proposal:

Move from *BS to CS*

BMW

Z4 (coupe and roadster)(non M) (2003-2008)

#20567 Item 19608 - Withdrawal of proposal to move 89-99 Taurus SHO to HS

The SAC has re-evaluated this and believes that it is a benefit for the membership to keep older and less expensive vehicles relatively competitive as it lowers the barrier to entry into the sport and category. With that note, we’d like to again propose the following class change for member feedback:

Move from *GS* to *HS*

Ford

Taurus SHO (1989-1995)

Street Touring

#14648 ECU Clarification

The SEB and STAC are seeking member feedback on the following proposal: Change 14.10.F as shown:

~~14.10.F The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. Traction control parameters may not be altered. Any OE OBD2 or newer communications port functionality must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation. Only OE sensors may be used for engine management.~~

~~1. Reprogrammed ECU/PCM (via hardware and/or software) may be used in the standard housing.~~

~~2. Supplementary ("Piggyback") ECU may be used subject to the following restrictions:~~

~~-a. Connects between the standard ECU/PCM and its wiring harness only.~~

~~-b. Must be plug-compatible with the standard ECU/PCM (no splices).~~

~~3. Electronic components may be installed in-line between an engine's sensors and ECU/PCM. These components may alter the signal coming from the sensor in order to affect the ECU/PCM operation of engine management system. Example: Fuel controllers that modify the signal coming from an airflow sensor.~~

~~4. Fuel pressure regulators may be replaced in lieu of electronic alterations to the fuel system. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.~~

~~5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.~~

~~6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.~~

~~Engine management is open including standalone engine management systems. Standalone control modules must be plug-and-play. Model year 2005 and older vehicles may use piggyback systems that splice into the wiring. Wiring harnesses may not be shorter or lighter than the original. The resultant system must retain OBDII functionality if present in the original. Additional sensors may not be used.~~

Prepared

#18207 17.2.O - Front Spoilers

The PAC/SEB are seeking member feedback regarding the following proposed rule changes to section 17, Prepared category:

17.2.G. Bumpers

17.2.G.1 Bumper components not integral to the bodywork may be modified, substituted with a replica of alternate material, or removed provided all projecting hardware is also removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose. Modified or replica bumpers must be of similar shape as standard components, completely cover the area of the OE bumper, and not confuse the identity of the vehicle. *The bumper components will contribute contours to the top view outline of the car for measurement purposes, and therefore must not protrude beyond 1/2" of the original overall outline of the car.*

17.2.G.2 Bumper fascias integral with the bodywork may be modified or substituted with a replica of alternate material. Internal bumper components may be removed, replaced, or modified. Modified or replica bumper fascias must be of similar shape as standard components, completely cover the area of the OE bumper fascia, and not confuse the identity of the vehicle. *The bumper components will contribute contours to the top view outline of the car for measurement purposes, and therefore must not protrude beyond 1/2" of the original overall outline of the car.*

Modified

#20695 MAC seeking member input

The MAC is requesting member suggestions regarding safety requirements for electric vehicles in the Modified category. The committee is researching rules to ensure that cars with custom built fully-electric drivetrains can compete while still ensuring the safety of competitors, course workers, or spectators.

Other Items Reviewed

Street

#20531 Classing Request for 2017 Audi TT-RS

Thank you for your input. The SAC does not think it appropriate to class the car until more information and specifications are available.

#20568, 20576, 20578, 20582, 20587, 20590, 20611, 20647, 20660, 20689, 20697, 20700, 20701, 20705 Feedback on #20242 Lotus Elise Classing

Thank you for your input.

#20569 The New HS

Thank you for your input on the proposal regarding the RSX. However, the SAC believes that the Celica and F56 Mini are appropriately classed.

#20570 Requesting clarification on FastTrack item #17283

Thank you for your input. The Scion FR-S Release Series 1.0 was not included in the move to DS because it is equipped with TRD springs. Since this model is a complete

package including the springs, changing them would not be allowed unless a complete option package conversion took place.

#20575 Boxster (987 chassis non-S) (2005-2008) from BS to CS pulled?

Thank you for your input. After much deliberation, the SAC does not feel that it would be beneficial to the class to move the non-S 987 to CS, and has therefore removed that change from the final recommendation.

#20577 Fully support putting more cool cars in SS

Thank you for your input.

#20580 Do not move Porsche Boxster to CS

Thank you for your input.

#20586 SSR should stay, please grow it

Thank you for your input.

#20610 Moving Kia Forte to HS with the rest of STF cars

Thank you for your input. Please see the response to letter #20058 in the November Fastrack.

#20639 Classing of 2017 Camaro 1LEs

Thank you for your input. Please see the response to letter #20604

#20653 ECU Tuning in Street

Thank you for your input. The SAC believes that allowing ECU changes is not in the spirit of the category.

#20686 Porsche Cayman S classing

Thank you for your input. Please see item #17283 in the November Fastrack for classing changes regarding the 987 Cayman.

Street Touring

#20160 Response to #16000

Thank you for your input.

Street Prepared

#19937 128i and twins to DSP - LIMITED prep

The SPAC thanks you for your letter. The committee continues to consider possible ways to support increased participation in SP.

Prepared

#20017 Proposals #17410 and #19923

Thank you for your input

#20018 #17410 Class Progression (SP/SM-compliant convertibles in P)

Thank you for your input

#20020 Proposed class progression change (#17410)

Thank you for your input

Not Recommended

Street

#20728 Mazda RX7 (93-95) turbo

Thank you for your input. The SAC believes that the performance of the FD RX-7 is above the range that we are targeting for BS.

Street Touring

#19741 Strut brace limitations

Thank you for your input. The current strut brace rule is considered sufficient as written. The SEB does not support further expanding this allowance at this time.

#20338 Street Touring allowances for engine mounts

The STAC thanks you for your input.

#20345 Class Buick Verano Base / Turbo in Street Touring

Thank you for your input. The SEB does not believe this vehicle fits within the philosophy of the category.

#20405 STP class expansion

The STAC thanks you for your input. The SEB does not believe this vehicle is consistent with the philosophy of the requested class.

#20467 Swapping or modifying wheel hub to allow aftermarket wheels

Thank you for your input. This modification is not seen as consistent with the category philosophy.

#20493 Move Abarth from STX back to STF

Thank you for your input. This car's current classing is believed to be appropriate.

#20496 Super ST Class

The STAC thanks you for your input.

#20547 Consider reclassing NB Miata (Torsen) to STX from STR

The STAC thanks you for your input. The potential performance level of this car is seen as excessive for the requested class.

#20600 Race Seat Weight Proposal....

The STAC thanks you for your input. This change is not considered in the best interests of the category.

#20684 Move up to 8

The STAC thanks you for your suggestion but is not recommending this change.

Handled Elsewhere

General

#20321 Clarification - protesting a course

Please see item #21026.

Street Touring

#19582 Boss 302 into STP

Thank you for your input. Please see item# 19556.

#20421 Is the Boss 302 eligible for STP?

Thank you for your input. Please see item #19556.

#20423 Classing the 2017 BRZ / 86 Twins

Please see item #20344.

#20592 Reclassing NB Miata

The STAC thanks you for your input. Please see item #20547.

Street Prepared

#20313 Please classify the 2016 Mazda Miata in Street Prepared

Thank you for your input. Please see item #19512.

Tech Bulletins

General

#21021 Appeals Fee Clarification

Per the SEB, clarify 10.3 as follows (provides similar wording to that found in the Protest section):

“10.3 TAKING AN APPEAL

An appeal permitted hereunder shall be taken by filing a written appeal with the Solo® National Office. The notice of appeal shall specify the party or parties making the appeal; shall designate the decision or portion thereof appealed from; shall explain the reason or reasons why the appeal should be heard; and if applicable, which part(s) of the Solo® Rules are considered to have been enforced in a manner that was not fair or equitable to the appellant; and shall be received at the Solo® National Office within ten (10) days after submission of the Intent to Appeal, and shall include the appropriate appeal fee of \$50 payable to SCCA®, Inc. A minimum of \$25 of the appeal fee may be retained to defray expense of hearing the appeal by the SCCA® on all appeals that are filed. *The appeal fee is waived for appeals filed in an official capacity by the Chief Steward.*

An appeal properly taken hereunder may be withdrawn, without penalty, by written notice to the SCCA®, Inc. prior to the acceptance of the appeal by the NAC. Under Section 10.6, the AC, in their judgment, may decide that the penalty or other decision of the PC or other committee appealed from should be nullified, mitigated, affirmed, increased or a different penalty imposed, but it shall not order a competition to be rerun.”

#21027 Car / driver changes

Per the SEB, clarify the first sentence of 4.5 as follows:

“If during the event a vehicle develops mechanical problems, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class, *provided the original vehicle is permanently withdrawn from the class competition for that day and heat.*”

Street

#20581 Classing of Porsche 2017 718

Per the SAC please add the following new listings to Appendix A:

SS

Porsche

718 Cayman S (2017)

718 Boxster S (2017)

AS

Porsche

718 Boxster (2017)

718 Cayman (2017)

#20604 2017 Camaro 1LE

Per the SAC, please add the following new listings to Appendix A effective 1/1/2017:

AS

Chevrolet

Camaro 1LE V8 (2017)

BS

Chevrolet

Camaro 1LE V6 (2017)

Street Touring

#20344 Please class the 2017 BRZ and 86

Per the STAC, add the following new listings in Appendix A:

STX

Subaru

BRZ (2017)

Toyota

86 (2017)

Street Prepared

#19512 ND Miata classification

Per the SPAC, add the following new listing to Appendix A:

BSP

Mazda

MX-5 (ND chassis), all

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | December 6, 2016

The Club Racing Board met by teleconference on December 6, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand, BoD liaison; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

Prod

1. #21035 (Production Committee) Request for Resumes for New Production Committee Members

The Production Advisory Committee is seeking new members. Please submit resumes through the CRB letter system at crbscca.com.

No Action Required

P2

1. #20727 (David O'Leary) Restrictors for 1000CC Engines

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

2. #20764 (George Dean) Proposed Restrictor Size Changes

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

3. #20777 (Craig Farr) #20671 (Formula/Sports Racing Committee) Competition Adjustment

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

4. #20804 (Jeff Shafer) P2 Rules Adjustment

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

5. #20805 (Sherman Chao) Reducing Restrictor Sizes for MC Engine Cars

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

6. #20848 (John Gyann) P2 Proposed Changes

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

GCR

1. #20709 (John Nesbitt) Comment on Letter #20155

Thank you for your letter. Consideration was given and the Club wants to emphasize the serious nature of the issue.

2. #20754 (Jason Stine) Proposal For Club Racing SWAT Team

Thank you for your thoughts. The CRB fulfills the roles you mention in your letter. Those interested in CRB membership should get experience through an Advisory Committee. If interested, please submit your resume to an Advisory Committee at crbscca.com.

GT2-ST

1. #20601 (Craig Anderson) OEM and Aftermarket ABS

Thank you for your letter. OEM ABS requires no weight penalty. Aftermarket ABS requires a 100 pound weight penalty.

GTL

1. #20649 (Lynette Stalzer) More Balance

Thank you for your feedback. If you have a specific car for which you would like to request a competition adjustment, please submit another letter.

STL

1. #20086 (David Palfenier) Honda vs. Mazda

Thank you for your letter. The CRB has recently made some additional non-USDM engines available for Mazda Competitors. The CRB will continue to monitor performance.

STU

1. #20840 (Edmond Lo) K20Z3 Swap Into an Acura

Thank you for your letter. Per GCR 9.1.4.G.1.a (p597 Nov GCR), you can install the Honda K20Z3 into your Integra Type R. Your base minimum weight is determined by the displacement of the installed engine; in the case of the K20Z3 in the Integra it would be the 2L displacement weight.

T1

1. #20393 (David Mead) Clarification on Porting Allowance

Thank you for your inquiry. Per 9.1.9.1 Engine Rule 23 and 25 are clear as written.

T2

1. #20707 (Ron Randolph) T2 GCR as It Applies to the 2008 Porsche Cayman 3.4L

Thank you for your letter. The weight for this car is correct. Worth noting, ballast is not required for this car. Meeting minimum weight is required on the specification line and weight can be installed anywhere. A Lexan front windshield is not permitted in T2-T4. Also, the

competitor is advised he can race this car in T1, as configured for the other organization mentioned in his letter.

T2-T4

1. #20858 (Oscar Jackson) Camber Rule?

Thank you for your letter. The rule is adequate as written. The camber limits are set such that all T2-T4 cars can achieve maximum camber within the rules and allowances. The CRB will continue to monitor for any camber slip DQs.

T3

1. #20666 (Touring Committee) Gilsinger's Thoughts on T3

Thank you for your letter. Recent changes have been made to T3 and the CRB will continue to monitor the class.

Not Recommended

F500

1. #20355 (Jay Novak) 4 Stroke Motorcycle Engines

Thank you for your letter. The CRB does not recommend this change.

FM

1. #20965 (Larry Howard) Un-Restrict Mufflers and Supertrap Silencer

Thank you for your letter. The CRB does not recommend this change. Please contact the FM manufacturer, Moses Smith Racing, for more information on the muffler.

P1

1. #20591 (Ralph Provitz) Adjustments to Staudacher Cars

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

2. #20607 (Kevin Kloepfer) 34MM Duratec Restrictor

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

3. #20741 (Brian Roberts) Some Revised Engine Rules and Class Structure

Thank you for your letter. The plan submitted has a key component, namely reducing the weight of 1 liter motorcycle-engine cars to 950lbs., which is not in keeping with the original intent of the P1 class. Reducing the weight of the 1 liter cars to 950lbs. is not achievable for most P1 competitors (in those cars) due to cost, construction factors, and weight of the average driver. Additionally, there is no data that supports the position that increasing P1 top speeds and reducing lap times would increase class participation or improve competitiveness within the class. The CRB and FSRAC will continue to monitor competitiveness within the class using all available data, including the AIM Solo data.

4. #20742 (Keith Carter) Requested Rule Change

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

5. #20744 (Gianpaolo Ciancimino) Engine/Weight Adjustments

Thank you for your letter. The CRB does not recommend these changes. Please see the

response to letter #20741.

6. #20745 (Miles Jackson) Some Revised Engine Rules and Class Structure

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

7. #20746 (Jeff Shafer) DP02 Spec Line Updates

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

8. #20748 (Jim Hallman) Revisions to Engine and Weight Rules in P1

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

9. #20749 (Jeff Shafer) Classify the Radical SR8

Thank you for your letter. The CRB does not recommend this change because V-8 engines are outside the P1 class philosophy. Competitors who wish to race the Radical SR8 may compete in the Regional Only ASR class.

10. #20753 (Jeff Shafer) P1 Rule Adjustments

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

11. #20756 (Greg Bell) Recommending Changes to the Engine Table

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

12. #20762 (George Dean) Revised Engine and Weight Rules

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

13. #20763 (George Dean) Allowance for More Competitors

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20749.

14. #20765 (Michael Devins) Updated Engine Table

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

15. #20766 (Richard Cottrill) Weight Changes

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

16. #20779 (Victor Seaber) Elan DP-02 Rules Update

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

17. #20782 (Jim Devenport) Manifesto for P1

Thank you for your letter. The CRB appreciates your comments and will continue to monitor

class participation and performance.

18. #20784 (Kirk Kindsfater) Suggested Changes to P1 Engine Table/GCR Rules
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

19. #20785 (Alastair McEwan) Elan DP-02 Restrictor and Performance
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #20641, Technical Bulletin.

20. #20787 (Alastair McEwan) Elan DP-02 Restrictor and Performance
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

21. #20788 (Bob Wheless) Elan DP-02 Rules Update
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

22. #20789 (Bob Wheless) P1 Rules Update
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

23. #20791 (Gary Stevens) Prototype 1 Rules
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

24. #20794 (Naris Nilubol) Suggested Changes to GCR and P1 Engine Table
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

25. #20796 (John Salmon) Elan DP-02
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

26. #20799 (Jim Devenport) Four Rule Change Proposal with Broad Support
Thank you for your letter. The CRB does not recommend these changes. Please see the responses to letters #20741, #20749, and #20641, Technical Bulletin.

27. #20896 (Jeff Lederman) Proposal for P1 Changes
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

GCR

1. #20767 (Brad McCall) Allow E85 Fuel

Thank you for your letter. Use of E85 is not compatible with the Club's current dielectric test. It could create a more oxygenated fuel. The Club Technical Department could evaluate under what circumstances E85 could be used and tested within Club procedures.

GT1

1. #20550 (Matthew Mylin) Roll Cage Exception

Thank you for your request. The roll cage rules are adequate as written. All listed requirements should be met.

GT2

1. #20370 (Scotty B White) Viper Weight Reduction

Thank you for your letter. The car is correct as classified.

GT2-ST

1. #20490 (Kyle Jackson) Compression Chamber Porting

Thank you for your letter. Your request is not within class philosophy.

2. #20520 (Amir Haleem) Allow Front Canards for Toyota Supra

Thank you for your letter. Your request is not within the GT class philosophy at this time. The CRB and GTAC are discussing approval of canards for all cars in GT2 and will soon ask for member input.

GTL

1. #20669 (ANTHONY MAC) Body Request

Thank you for your letter. This car was not imported into the US market as a Toyota.

EP

1. #20628 (Chuck Baader) Wheel Sizes

Thank you for your letter. At present, any IT car that is also classified in production can race in the applicable production class if the car meets IT specifications for that car. Thus there is no need for the suggested change.

FP

1. #20612 (Rick Haynes) FP Lotus Adjustment Request

Thank you for your letter. The CRB does not recommend this change.

2. #20714 (Tom Thompson) Allow 16 inch Diameter Wheels for 2001-2002 Dodge Neon

Thank you for your letter. This car is currently classed with 15x7 wheels. This is the proper default size based on what the base model Neon came with from the factory. There are a great number of 15x7 wheels on the market. That size does not create brake clearance problems and is appropriate for the weight of the car. Use of a 16" diameter wheel would reduce the number of tire options available to a competitor.

HP

1. #20850 (Oscar Jackson) Honda CRX 84-87 Wheel Size Adjustment.

Thank you for your letter. There are a number of manufacturers making the size of wheel specified for this car and a change in wheel size would require other competition adjustments for this car.

SM

1. #19991 (David Wheeler) Allow Replacement Drive Shaft U-Joints

Thank you for your letter. SM cars must use a Mazda drive shaft and u-joints. Mazda is working on reducing the price to the racer.

2. #20048 (Spec Miata Committee) Track Width Changes

The rules are adequate as written.

3. #20596 (Tom Sager) Help the 94-97 Miata

Thank you for your letter. Recent rule changes for the 94-97 have been implemented to ensure parity. The CRB will continue to monitor parity for all model years.

4. #20717 (Alberto Goncalves) Additional Weight Reduction Options

Thank you for your letter. All model years can achieve minimum weight with proper preparation. The rules are adequate as written.

STL

1. #20624 (Rich Walke) Weight Adjustments

Thank you for your letter. Please see the response to letter #19903, November Fastrack Minutes. The CRB does not wish to make any further adjustments to the RWD adders at this time and will continue to monitor the class.

2. #20646 (David O'Malley) Aerodynamic Parity In Super Touring

Thank you for your letter. The CRB does not wish to change Super Touring wing regulations at this time.

3. #20860 (Chris Jurkiewicz) Allow Bigger Brake Option for 2595lb+ Cars

Thank you for your letter. Super touring classes are managed through the use of as many common parts of the vehicles as possible. Wheels, Tires, Maximum cam lifts, maximum brake rotor size, etc.

4. #20887 (Blake Meredith) Increase Compression Ratio

Thank you for your letter. The CRB does not wish to allow compression ratios in STL greater than 11:1, except as delivered from the factory.

STU

1. #19678 (Chris Jurkiewicz) Remove Diffuser from Lotus Exige

Thank you for your letter. There is no practical way to ask this model to remove its diffuser.

2. #20374 (Eric Thompson) TIR Scale Calculator vs. Displacement vs. NA vs. Driveline

Thank you for your letter. The CRB does not wish to make changes to the TIR charts at this time. The CRB will continue to monitor the class.

3. #20537 (Jim Drago) MZI Engine in STU

Thank you for your letter. The CRB does not wish to vary displacements for engines in STU with an OEM bore or stroke to meet displacement requirements.

4. #20795 (Peter Federlin) Wheel Size Change

Thank you for your letter. The CRB does not wish to change wheel sizes at this time.

5. #20862 (Chris Jurkiewicz) Allow Bigger Brake Option for 2900lb+ Cars

Thank you for your letter. Please see the response to letter #20860.

T1

1. #20711 (Isaac Preston) T1 Composite Doors

Thank you for your letter. Please see the response to letter #20678, December 2016 Fastrack Minutes.

Recommended Items for 2017

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

F500

1. #20704 (Jack Walbran) F500 Ad Hoc Committee Report: Survey and Recommendations

Thank you for your letter. The CRB recommends adding the following restrictions on noses in F5. The CRB recommends this rule be effective **3/1/17**.

Change 9.1.1.D.9.: 9. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. It is not permitted to duct any air through the downward facing surface of the nose of the car extending to the front axle or through the lower surface of the car between the front and rear axles. *Neither the lower surface of the nose of the car, as defined by and from the downward and rearward turn of the leading surface of the nose from the vertical plane, nor the lower surface of the car extending to the floor of the car at the front axles (as shown in the illustrative drawing) is permitted to turn upward after it reaches the plane of their lowest point.*

FV

1. #19972 (Gary Kittell) Valve Seat Repair/Replacement

Thank you for your letter. With the help of the FV Ad Hoc, the CRB recommends allowing increased O.D. and depth of replacement valve seats to help extend the life of the VW heads. The CRB recommends this rule change to be effective **6/1/2017**.

In GCR section 9.1.1.C.5.D.10. make the following changes in the Seat Dimensions Table:

Intake Max O.D. (inches): ~~1.445~~ **1.495**

Intake Max Depth (inches): ~~0.375~~ **0.395**

Exhaust Max O.D. (inches): ~~1.315~~ **1.365**

Exhaust Max Depth (inches): ~~0.375~~ **0.395**

GCR

1. #20618 (Jim Rogaski) Chief Steward Powers

The CRB recommends this rule be implemented **3/1/2017**.

The Executive Stewards would like to add the ability of probation to the penalty options available to the Chief Steward. This would bring the list of potential penalties in line with the powers of the Race Director at Majors events.

The Executives would like to restrict the length of probation a Chief Steward can assign to a maximum of 3 race weekends. Any longer probation period would be handled through the RFA process and would go to the SOMs for a decision.

Since the Chief Steward probation would be done with a CSA, it was agreed that no driver license points would be assessed. If it was felt that points should be assessed, then the RFA process should be used.

The reasoning is that at times it is necessary to get a driver's attention, but not have to put them through the full blown RFA process of interviews, witnesses, written statements, etc.

Add 5.12.3.C.11: *11. Impose up to a three race weekend probation.*

SM

1. #19597 (Spec Miata Committee) VIN Codes vs. Model Year
The CRB recommends this rule change be implemented **6/1/2017**.

Change 9.1.7A: A. PURPOSE AND INTENT

The Spec Miata (SM) class is intended to provide the membership with the opportunity to compete in low cost, production-based cars with limited modifications, suitable for racing competition. The rules are intentionally designed to be more open than the Showroom Stock class but more restricted than the Improved Touring class.

The *original OEM* vehicle identification number (VIN) *stamped on the firewall* shall correspond with the model year automobile classified. VIN plates or stampings shall remain in place, *with the firewall VIN taking precedence*.

~~There must be at least one VIN plate or stamping on the dashboard or chassis that corresponds with the model year automobile classified.~~

T2

1. #21108 (Club Racing Board) SMG Rules for 2017
The CRB recommends changes to the SMG rules for 2017. The CRB recommends this rule change become effective **3/1/17**.

SCCA Spec Mustang (SMG)

Purpose and Intent

The Spec Mustang class is for the S197 Ford Mustang *GT* built from 2005-2009. The goal of this class is to provide a fast and safe race car that is affordable to build *and maintain with readily available parts and a fully adjustable racing suspension*. ~~when compared to other race cars in its category of performance.~~

~~The Spec Mustang (SMG) includes a spec, fully adjustable racing suspension, and bans the building, balancing and blueprinting of engines.~~

Cars must meet the general regulations of Section 9 of the SCCA General Competition Regulations (GCR) for Touring category cars.

Ford Racing Parts listed may or may not be available *from* under the Ford *Performance* brand since Ford may remove them from the Ford Racing listings without notice. However, ~~THIS DOES NOT MEAN YOU ARE FREE TO FIND A SUITABLE REPLACEMENT ON YOUR OWN.~~ We have listed the manufacturer (for Ford Racing) by any parts where supply or availability may be an issue. You ARE free to order the same part from the manufacturer (i.e. radiator from BE-COOL rather than Ford Racing), as we have listed the same exact part with the manufacturer's part number as an alternative to buying the Ford Racing branded product. If, at any time we lose *there is a loss of supply* of any of these parts, please notify us *SMG* immediately and we will, *so that SMG*, as a group, *can* select an equivalent alternative.

The following items represent the only *approved* modifications and safety items permitted and/or required on Spec Mustangs, *in addition to* other than safety items as required *in-by* Section 9 of the GCR. Permitted components or modifications must not perform a prohibited function.

1) Eligibility

- Ford Mustang GT hardtops with manual transmissions from 2005-2009 (S197)
- Bullitt Option Mustangs and Shelby GT Option Mustangs are ~~allowed~~ *permitted*, but must be brought to spec per the rules and part numbers listed below.

2) Specifications

a) Engine Type:

SOHC 24-valve V-8, aluminum block and heads, port fuel injection
Displacement: 281 cu in, 4601cc (4.6 liter)

b) TRANSMISSION:

5-speed manual, factory

c) **Dimensions:** Wheelbase: 107.1 inches; Length: 188.0 inches; Width: 73.9 inches
The Front and rear track measured from outside to outside of tires front and rear:
Front: 75 inches Rear: 74-3/8 inches

d) **Weight:** with driver: ~~3450~~ *3400* pounds

e) **Allowed / Interior M Modifications:**

- (1) ~~Strip and/or R~~ Remove all interior trim, door panels, sound system and components, air bags and related wiring, A/C, compressor and condenser with hoses/fittings, heater/heater motor/core, glove box, headliner, driver and passenger windows with hardware, column steering lock, seats and hardware/motors, carpeting and sound insulation, interior lighting, console. Radio/HVAC panel in center of dash may be removed. Otherwise, face of dash to remain intact with air vents removed. Blinkers and switches to be removed. ~~Emergency brake may be removed. Removable steering wheel allowed.~~
- (2) Driver "dead pedal" allowed
- (3) Ballast, if required to be located on floor of front or rear passenger area, secured per GCR approved method

(4) Interior rear view mirror is open *and mandatory*

(5) *Emergency brake may be removed*

(6) *Removable steering wheel allowed*

f) Body

- (1) Body to remain intact including rocker panel valance. ~~and M~~ must run with the ~~addition of~~ Steeda splitter and wing listed below. Fog lights may be removed and replaced with cosmetic panel. No flaring of fenders is allowed. Rolling of inner fender lips is allowed. ~~but SCCA will monitor appearance of car and not allow cars with cracks in, or obvious stretching of fenders.~~
- (2) Stock windshield, rear backlight and quarter windows are required. Lexan is not allowed. ~~Removal of side windows will be required to accommodate the rollover system side protection.~~ Windshield and ~~backlite~~ *back light* may have retention straps installed.
- (3) Trunk lock assembly to be removed and replaced ~~by~~ *with* external fastener(s)
- (4) Hood pins allowed *and encouraged*
- (5) 1" square steel tube welded to inside body seam under each door for the purposes of jacking the car is allowed
- (6) Stock *side* ~~rear~~ view mirrors to remain in place and functional
- (7) Fuel cells are not allowed
- (8) Radiator side air deflectors (M-8310-A or equivalent) and lower connecting plate is permitted as a replacement structure for air inlet flow to the radiator. It may not serve any other purpose and must be within the confined area of the OEM plastic lower air deflector. This will be used in conjunction with the OEM lower air deflector.

f) Safety:

- (1) Cars must meet the safety regulations of Section 9 of the SCCA GCR for Touring category cars.
- (2) SCCA General Competition Regulations compliant head restraint racing seat to be installed for driver. Optional similar seat for passenger is allowed. In no circumstances will the roll cage obstruct the passenger area from being functional ~~if so desired for non-racing events~~. Six-point harness is required for driver and ~~same for passenger~~ (if seat is installed).
- (3) Window net ~~to be installed~~ *required* on driver's side.
- (4) SCCA compliant fire bottle or fire system required.

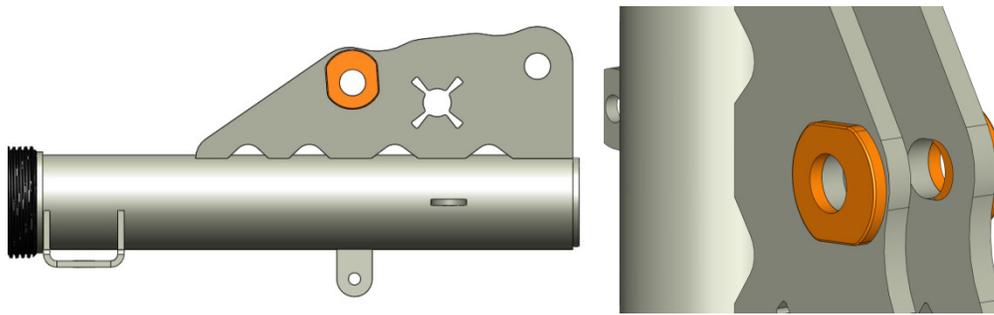


Figure 2: SMG Strut Housing with Camber Slug Installed.

REAR:

- (5) Bump stops - Stock rear bump stops require modification or removal to install the Cortex suspension. The shocks and struts that come with the Cortex Kit have bump stops installed and must be retained.
- (6) Cortex Rear lower control arm bracket, PN CLCA-40-1001 (left), CLCA-40-1003 (right).
- (7) Rear tubular lower control arms with heim joints and angle-correction spacers at both ends (set), PN CLCA-1000.
- (8) Rear shock mounts allowing fitment of up to 18" x 10.5" rear wheels, PN RUSM-40-1000L-ASSY, RUSM-40-1000R-ASSY, RLSM-40-1000L-ASSY, RLSM-40-1000R-ASSY
- (9) Cortex Watts Link package, PN CWL-40-1000SPEC**SMG**
 - (a) Cortex's differential cover: incorporates the Watts pivot mount as well as provision for a differential cooler and temperature sensor (allowed option), PN CWL-1001.
 - (b) Eibach PN 35101.310 (formerly Ford Racing) front, adjustable anti-sway bar or Ford Racing PN M5490A (Front only)
 - (c) Ford Racing PN M-20201F Strut tower brace – Also Hotchkiss PN 2016016
 - (d) Upgraded ball joints (Steeda X5), PN 555-8108
 - (e) Lower control arm part #M-3075-RA is allowed

FRONT:

~~(10)~~ For technical questions about the Cortex Suspension Kit, contact Filip Trojaneck:
filip@cortexracing.com

~~(11)~~ **(10)** Allowed modification not included in Cortex Package: front, lower control arm bushings: Prothane PN 6-218-BL forward bushing PN 6-220-BL Rearward bushings (replace large hydro-bushing). This is not seen as a significant performance enhancement, rather **and** a cost savings when bushings are worn. This allows them to be replaced without entire control arm replacement.

~~(12)~~ **(11)** Cortex Racing Adjustable length anti-roll bar end links for corner balance

adjustment, PN ARB-40-1002. (Included with CSS-40-1000SPEC *JRI-SMG*)

- (13)(12) Cortex Racing bump steer adjustment kit, PN CBS-40-1000 (Included with CSS-40-1000SPEC *JRI-SMG*)
- (14)(13) Steeda 555-4104 upper link/differential mount spherical bearing is permitted
- (15)(14) Any type/origin of upper 3rd link and mount bracket assembly may be used. Factory original locations for mounting holes (on both body and differential) must be retained
- (16)(15) Rear anti-sway bar allowed – must be OEM, either 18mm (6R335A771BB) or 22mm (Ford Racing # M-5490-AR Eibach #35101.2)
- (17)(16) Rear lower control arm to axle housing relocate bracket, and the rear lower shock mount bracket may be welded for reinforcement

h) Brakes:

- (1) Stop *T*tech STR40 Trophy front brake kit (PN 87.330.4C00.R1) with 355mm x 35mm rotors (PN 31.747.1101.87, 31.747.1102.87) and the STR40 calipers (PN 379.444.7133, 379.44.7134). Aftermarket rotor of same size allowed.
- (2) Rear brakes stock caliper required. Aftermarket rotor of stock size allowed. Elimination of the parking brake and adjuster cylinder is allowed, which will require the installation of the Stop *T*tech knockback spring.
- (3) Shelby GT500 ABS module required, Ford Racing PN M-2353A
- (4) Stainless braided lines are allowed
- (5) Brake pads free
- (6) Ducting to front and rear brakes is allowed
- (7) Removal of dust shields front and rear is allowed (highly recommended)
- (8) The OEM brake booster assembly from a 2007-2009 Shelby GT500 (7R3Z-2005-AA/8R3Z-2005-AB) is permitted and recommended.

i) Transmission/Differential:

- (1) Stock transmissions: 5 speed to run with 3.73 ratio rear end. ~~All SMG cars will be 5speed/3.33 ratios for the 2016 season.~~
- (2) Ford Racing Short-shift kit with knob ~~allowed Ford PN M-7210T—Also available as~~, Hurst PN 391-0201, ~~—This part is not required. Additional shifter allowed is~~ *or* MGW Short Throw shifter for 2005-2009 Mustang GT ~~(not including GT500 option)~~. Stock shifter can be run.

- (3) Eaton Truetrac limited slip differential required (PN 913A561); overflow bottle allowed. If housed inside ~~cab~~ *trunk* this triggers need for full bulkhead of trunk area
- (4) ~~Safety straps or Driveshaft loop to protect the driveshaft from dropping in case of failure are required~~
- (5) Metallic, one-piece driveshaft is allowed

j) Engine:

- (1) No modifications to the engine are allowed except where specifically authorized within these rules. RACE-BUILT ENGINES ARE NOT ALLOWED. All engines will be as built and delivered by Ford Motor Company.
- (2) Cars in this class are to run stock 4.6 liter engines from 2005-2009 cars at no more than 315 rear wheel horsepower, and 325 ft lbs of torque. Updating or backdating of entire engine long block is allowed.
- (3) Dyno testing may be required if it appears ~~than~~ *that* an engine in a competing car has an edge in power. Determination of any potential power advantage will be made by SCCA stewards. Test to be done at owner's expense by dyno shop approved by the SCCA.
- (4) Engine is to be unmodified internally. No balancing or blueprinting is allowed.
- (5) Ford Racing radiator required: M-8005-MGT ~~Also available as~~ *or* BE COOL PN 60205
- (6) Ford Racing de-gas overflow bottle/radiator cap allowed: PN M-8080-A *or* Moroso PN 63768
- (7) Long tube headers: Borla PN 17237 ~~which includes the~~ *with* X pipe. ~~This is the same header system that was formerly a Ford Racing part. (Ford Racing short tube on Miller cars grandfathered)~~
- (8) Cold air intake kit: M-9603-M463; Steeda #555-3131 or Ford Racing #M-9603-GT06. ~~(Does not come with Ford calibration tool which is good since we cannot use it any-ways)~~
- (9) Ford Racing power steering cooler required: Ford PN M3746A or Derale PN 13225
- (10) Ford Racing idler pulley required: PN M19216-D46 ~~Also available as~~ *or* Dorman PN 34191
- (11) ECU tuning is allowed ~~but this does not change~~ to exceed the HP limit regulation listed above *in J(2)*
- (12) The Steeda PN 701-0005A which is an Underdrive Pulley System consisting of a water pump pulley and a SFI rated crankshaft pulley/damper" is allowed, but does not exempt competitor from meeting HP and torque limits. (Optional)

- (13) Fuel shall comply with GCR Section 9.3.26.
- (14) Clutch replacement: The following specified replacement clutch parts are: ~~stock-sized 11" disc that represent no performance enhancement, but some additional longevity:~~
 - (a) ~~5-speed:~~ Clutch disc Centerforce PN DF380800
Clutch disc limited to OEM diameter (11") with OEM equivalent pressure plate and flywheel.
- (15) ~~Both:~~ Stock pressure plate: Ford PN 8R3Z-7563-A or Sachs PN SC70272.
- (16) ~~Both:~~ Dorman throw out bearing Ford PN 4R3Z-7A-508-AA, or Dorman PN CS650109.
- (17) Road racing oil pan, Moroso P/N 20548/18548 is allowed
- (18) Ford Racing high volume oil pump #M-6600-F46 is allowed
- (19) EVAP/emissions system components on engine and chassis may be modified, removed, or disabled but, not vented from engine to exhaust or any vacuum source other than the engine air intake. An engine oil /air separator is permitted but is restricted to the driver's side PCV hose and must be mounted within the engine compartment. Charge motion delete plates or plugs are permitted. Throttle body spacers are NOT PERMITTED.
- (20) ~~Rehagen Racing~~ (Ford Racing# M-6038-R) or Prothane (#6-505-BL) motor mounts are permitted as a replacement to the OEM motor mounts. The engine must retain its original mounting location and height.

l) Exhaust:

- (1) Stock GT exhaust to be retained with catalytic converters and resonators removed. Car to be legally able to run at 92db at 100 feet.

m) Electrical:

- (1) ~~For any issues with wiring harnesses on the 2005-2006 cars, consult with Dean Martin of Rehagen Racing to obtain an allowed update to the wiring.~~ *Stock wiring recommended but removal of unused wiring is allowed.*

n) Aero package:

- (1) All Spec Mustangs will run the Steeda fixed rear wing, PN 307-0009
- (2) Splitter, two options allowed:
 - (a) Classic Design Concepts – Steeda PN 067-110020 Chin Spoiler-GT
 - (b) Front fascia that includes integrated splitter: Steeda part PN 555-0500
- (3) Miller Cup Mustang carbon fiber splitter grandfathered *on Original Miller cars*

o) Wheels/Tires:

- (1) Jongbloed Wheel, Part PN 70010545 - 18" X 10.5" front and rear. All tires and wheels on car must be the same size.
- (2) Wheels for practice and rain conditions are free; they must all be the same size.
- (3) Tires: ~~The spec tire for SMG is the BF Goodrich R1-S size P285/30ZR18.~~ SMG cars competing in Touring Category may run any tire that meets 9.3.45⁴ and that meets the size specified by the SMG rules (*max tire size 295, aspect ratio open*). *SMG cars competing elsewhere should consult the supplemental regulations for that event for any potential tire specification requirements when running as a regional only SMG class.*
- (4) 0.5" hub-centric wheel spacers are an allowed option in front only.

p) Graphic Requirements:

- (1) All Spec Mustang must have SCCA Club Racing decals on each side and front *per GCR, SMG Class stickers and numbers per GCR.*
- (2) ~~Mandatory stickers on sides of car:~~ (a) ~~Hooked On Driving~~
(b) ~~Cortex Racing~~
(c) ~~Jongbloed Wheels~~
(d) ~~Competitors who wish to be eligible for the On Edge Performance L.L.C. contingency must display a total of three 'BF Goodrich' & 'On Edge Performance' decals in the following positions: one on each front fender and one on the front bumper.~~ *Other graphic requirements are based on annual sponsors, to be distributed accordingly.*

q) Allowed options:

- (1) Tiger racing vented, fiberglass hood
- (2) AIM dash/transponder system
- (3) Oil Cooler - Derale PN 52508 *or equivalent*

T2-T4

1. #20863 (Rob Hines) Please Allow Touring Cars to Bump Up to a Higher Class
The CRB recommends this rule change become effective **3/1/2017**.

Add to 9.1.9.2.:

9.1.9.2 TOURING (T2-T4) CATEGORY

These specifications are presented as an adjunct to your Factory Shop Manual. They are not meant to supersede the information that is in your manual that legitimately applies to your make, model, and year of car, with the exception of the following items. TIRE SIZES, RIM WIDTHS, SPRINGS, SWAY BAR(S), AND PERFORMANCE EQUIPMENT. In the case of the

foregoing exceptions, the TCS will have priority. Voids or mistakes that may occur in the TCS do not allow you to change your vehicle to conform to the TCS.

These specifications reflect the best information available at the time of publication. Any error found in this edition will be updated when reliable specifications are available from the factory/ factory distributor or other sources recognized by SCCA, Inc.

A model is defined as a unique car configuration which can be identified by means of decoding the Vehicle Identification Number. These Specifications are part of the SCCA General Competition Rules (GCR), and all classified automobiles shall conform with the requirements of GCR Section 9 unless this Category is specifically exempted from said requirements.

Touring car eligibility: Cars are eligible for the class they are listed with a specification line and with the specific allowances permitted. In addition T2-T4 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T4 car and conform to their specification line allowances as classified.

Recommended Items for 2018

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

GCR

1. #20215 (Todd Butler) Class Management Changes and 2.5 Rule Elimination

This letter published in the December 2016 Fastrack Minutes has been revised below per the December 2016 Board of Directors Meeting.

3.7.3-4.A Invitations to the SCCA Runoffs – Changes Effective ~~4/1/17~~ **1/1/18**

A. Invitations to the SCCA Runoffs

Three distinct paths exist for qualifying for a Runoffs invitation. Invitations are issued to all drivers in *invited* each Runoffs-eligible class based on the following minimum qualifications:

3.7.3-4.C Invited Runoffs Classes – Changes Effective ~~4/1/17~~ **1/1/18**

C. Invited Runoffs Classes

Club Racing in consultation with Club Racing Board will determine the number of Runoffs-eligible classes invited to the Runoffs consistent with the event format and venue.

~~All Runoffs-eligible classes are invited to the Runoffs.~~

1. A Runoffs-eligible class with a minimum of 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion.

2. A Runoffs-eligible class with fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion but subsequently be on probation for the following year's Runoffs. Should a class on probation at the Runoffs fail to have a minimum of 10 qualified drivers enter and participate in at least one on-track session the year it is on probation, that class may run as a supplemental class but will not name a National Champion.

3. Classes may be combined as needed to limit the number of race groups with a preference for combining no more than 2 classes for any race.

9.1.13 Runoffs-Eligible Class Participation Requirements (*changes effective 1/1/18*)

Eliminate the existing GCR Sections 9.1.13 A. B. C. D. and Notes 1 and 2 that contain references to the 2.5 rule. Replace with:

A. Annually, the Club Racing Board shall review participation numbers for Majors and Runoffs classes. Classes that do not maintain sufficient participation numbers will have one year to improve their participation level. If the class does not improve, it will be either incorporated into an existing class or become a Regional only Class. All Runoffs-eligible classes participating in Majors events will not automatically be invited to the Runoffs (See 3.7.4.C Invited Runoffs Classes)

B. A Regional Class (except Improved Touring) may be reviewed by the CRB to become a Runoffs-eligible Class able to participate in Majors.

C. The CRB may recommend creating Runoffs-eligible classes for BoD approval. Runoffs-eligible classes, created under this section, will have at least three years to achieve sufficient participation numbers in Runoffs-eligible races before being consolidated or redefined as a Regional Class.

D. The CRB may designate a Runoffs Demonstration Class that would be eligible for the current Runoffs, only.

~~A. A class retains its Runoffs-eligible status as long as its annual average number of entries achieves 2.5 or higher per Runoffs-eligible race. (This section has been suspended by the Board of Directors until 2015. See the BoD minutes from the October 2013 meeting in the November 2013 Fastrack.)~~

~~B. Should that annual average number of entries fall below 2.5, the class will have one additional year to bring the participation level above the current requirement. Alternatively, it may be immediately consolidated into an existing class. If the class does not exceed the current average requirement during the grace year, it will either be consolidated into existing classes or become a Regional Class. (This section has been suspended by the Board of Directors until 2015. See the BoD minutes from the October 2013 meeting in the November 2013 Fastrack.)~~

~~C. Based on member input, a Regional Class (except Improved Touring) meeting or exceeding the participation requirements outlined in paragraph 9.1.13.A. for 1 year may be reviewed to become a Runoffs-eligible Class.~~

~~D. Based on member or manufacturer input, the CRB may recommend creating new Runoffs-eligible classes for BoD approval. Runoffs-eligible classes created under this section have 5 years to achieve an average of 2.5 cars per Runoffs-eligible race before being consolidated or redefined as a Regional Class, according to 9.1.13.B.~~

~~Note 1: For the purposes of this section, the term “entries” is defined as drivers classified in the final official race results of Runoffs-eligible races as finishers, did-not-finish (DNF), did-not-start (DNS), or disqualified (DQ).~~

~~Note 2: Classes such as Improved Touring, Super Production, A Sports Racing, and Formula S (Regional and Optional Regional Classes) have been developed for competitors to race at a Regional level. These classes will not be eligible for National races since they were created with the express understanding that they remain Regional Classes only. There may be other classes added to this philosophy, as we identify classes for our members to race cars that do not fit within our Runoffs-eligible racing program.~~

Taken Care Of

EP

1. #20243 (Kip Van Steenburg) Necked Down Valve Stems
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

2. #20261 (Don Tucker) 20088 Necked Down Valves for Level 2 cars
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

FP

1. #20230 (Paul Jensen) Necked Down Valves for Level 2 Cars.
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

2. #20234 (Tom Burdge) Reducing Our Costs
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

3. #20309 (Michael Froh) Proposal for Valves in Level 2 Production Cars
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

4. #20362 (David Strittmatter) Limited Prep Valve Rule Change
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

5. #20397 (William Hubiak) Letter #20088
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

6. #20718 (Steve Hussey) Opinion on Member Letter Requesting to Add Weight to Lotus 7
Thank you for your letter. Please see the response to letter #20612.

HP

1. #20368 (Vesa Silegren) Valve Stem Rule
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

2. #20386 (Chris Schaafsma) Thin Stem Valves

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

Prod

1. #20088 (Jesse Prather) Valve Stem Rule

The CRB thanks the authors of the letters who responded to this re-posting of the WDYT. Please see the response to letter 20229, Technical Bulletin.

2. #20232 (Don Ahrens) Most Common

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

3. #20238 (Ken Kannard) Neck Down Valves

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

4. #20326 (Tom Feller) Level 2 Valve Stems

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

5. #20354 (Bill Lamkin) Valve Stem Rule Change

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

6. #20356 (Nick Pott) Prather Letter #20088

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

7. #20363 (Brett Whisenant) Level 2 Valve Rules

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

8. #20377 (Ken Nesbit) Necked Down Valves for Level 2 Production Cars

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

9. #20382 (Jeffrey Norris) Neck Down Valves

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

10. #20390 (David Mead) LP Valves with Cut/Tapered Stems

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

11. #20418 (Ron Bartell) Level 2 Valves

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

12. #20783 (Brian Linn) Necked Down Valves For LP Cars

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

ST

1. #20853 (Oscar Jackson) Wing Height Rule

Thank you for your letter. Please see the response to letter #20646.

STL

1. #20770 (Tom Lamb) Rear Wing Mounting Height

Thank you for your letter. Please see the response to letter #20646.

2. #20872 (Thomas Smith) Mazda RX-7 in STL

Thank you for your letter. Please see the response to letter #20810, Technical Bulletin.

3. #20943 (Danny Steyn) Approve the 2% Weight Reduction for Non-ABS Cars

Thank you for your letter. Please see the response to letter #20108, October 2016 Fastrack Minutes.

STU

1. #20851 (Oscar Jackson) Wheel Width for High Weight Vehicle

Thank you for your letter. Please see the response to letter #20795.

Super touring class is managed through use of as many common parts of the vehicles as possible. Wheels, Tires, maximum cam lifts, maximum brake rotor size, etc. It is understood that lower displacement cars will benefit from the tires size more than larger displacement cars. However, the expectation is that the larger displacement cars will make more power.

2. #20852 (Oscar Jackson) Tire Width for High Weight Vehicle

Thank you for your letter. Please see the response to letter #20851.

3. #20855 (Oscar Jackson) Wing Width Rule

Thank you for your letter. Please see the response to letter #20646.

4. #20857 (Oscar Jackson) JR FRS-86 Weight and/or Boost Adjustment

Thank you for your letter. Please see the response to letter #20527, Technical Bulletin.

T4

1. #20681 (Matthew Downing) Remove Weight from the Pontiac Solstice

Thank you for your letter. Please refer to letter #20491, December 2016 Fastrack Minutes for recent recommendations for this car.

2. #20682 (Matthew Downing) Spec Line Adjustment (Ride Height) for the Pontiac Solstice

Thank you for your letter. Please refer to changes for this car in letter #20491, December 2016 Fastrack Minutes.

3. #20683 (Dave Kuteny) Alternate Spring Rate up to #750 for Solstice/Ref Letter #20491

Thank you for your letter. Part numbers listed included springs. Please see the response to letter #20491, December 2016 Fastrack Minutes.

4. #20698 (Michael Sullivan) MX-5s and Indy

Thank you for your letter. Please see the response to letter #20392, December 2016 Fastrack Technical Bulletin for recent changes.

5. #20800 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ

Thank you for your letter. Please see the response to letter #20392, December 2016 Fastrack Minutes, for recent changes.

6. #20801 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ - Add Restrictor Plate

Thank you for your letter. Please see the response to letter #20392, December 2016 Fastrack Technical Bulletin, for recent changes.

7. #20802 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ -Add Weight

Thank you for your letter. Please see the response to letter #20392, December 2016 Fastrack Technical Bulletin, for recent changes.

8. #20803 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ - Reduce Tire Size

Thank you for your letter. Please see the response to letter #20392, December 2015 Fastrack Minutes, for recent changes.

9. #20856 (Oscar Jackson) Unbalanced Re-classification

Thank you for your letter. Recent changes have been recommended for T4, please refer to letter #20392, December 2016 Fastrack Technical Bulletin. The CRB will continue to monitor these changes in 2017 to determine if any additional adjustments are needed.

What Do You Think

GCR

1. #20619 (Jim Rogaski) Clarification of Yellow Flag Rules

The Club Racing Board seeks your feedback on the proposal below. Please send your comments to crbscca.com.

The intent of this request is to open up a dialog with the racing community to get better language in the GCR to assist drivers in better understanding what the club's intent for incident safety should be. In 2016 there were several incidents of EVs being hit or nearly hit during yellow flag situations. Several tracks that use track staff for EV response will no longer do hot track extractions unless the course is either under a black flag all or full course safety car use. **This proposed clarification would allow penalizing individual drivers instead of Black Flag All or Full Course Yellow impacting the entire field.**

This proposal from the Executive Stewards would change the language to more clearly state the intent of SLOW DOWN and what the possible ramification may be if drivers don't slow down.

The purposed language change is as follows:

2016 Current Yellow Flag Rules

6.1. FLAGS

Flags convey the commands or information indicated below. They must be obeyed immediately and without question. The content of this section cannot be amended by any event Supplemental Regulations.

6.1.1. Meaning of Each Flag

B. YELLOW FLAG (Solid Yellow)

STANDING YELLOW – Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past the emergency area.

WAVED – Great Danger, Slow Down, be prepared to stop – NO PASSING FROM THE FLAG until past the emergency area.

DOUBLE YELLOW, DISPLAYED AT ALL STATIONS – Indicates the entire course is under yellow (full course yellow). All stations will display double yellow flags for all pace and safety car laps. SLOW DOWN, NO PASSING. However, cars may carefully pass emergency vehicles and other cars that are disabled or off pace (see 6.6.2.).

NOTE: A driver may encounter several flags before reaching the emergency area. The requirements are still the same: SLOW DOWN, NO PASSING.

Proposed 2017 Yellow Flag Rule Change

STANDING YELLOW – You are approaching an incident where your and other's safety are at risk. The racing surface may be clear but there is immediate danger to you or others if you left the racing surface. Slow significantly and proceed through the incident at a reduced speed. If you are observed at too high a rate of speed you may be given a Black Flag for a drive through or other penalty. Drive through penalties are not protestable. There is no passing from the flag until past the emergency incident.

WAVING – You are approaching an incident that has great danger to you and others. The racing surface may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed through a Waving Yellow Flag in single file order. If you are observed at too high a rate of speed you may be given a Black Flag for a drive through or other penalty. Drive through penalties are not protestable. There is no passing from the flag until past the emergency incident.

The no passing zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the yellow flag. The last component may be the car, driver, responding officials, other vehicles and/or large debris.

SM

1. #20525 (Dave Wheeler) Allow Suspension Upgrades

The CRB is seeking feedback on the following proposals for SM. Please respond with your choice to implement Proposal A and/or Proposal B or neither.

Proposal A.

Allow intractability between listed NA and NB suspension components. i.e., NA components may be used on NB and vice versa.

Listed components:

All A-arms front and rear upper and lower.

Front spindles

Rear subframe

Rear Hub Support (Rear uprights)

NOTE: some of these components have already been superseded by Mazda

Proposal B.

Allow intractability between listed NA and NB suspension components. i.e., NA components may be used on NB and vice versa. This proposal may be subject to a weight penalty.

Listed components:

Front Subframe
Steering Rack and Tie Rods
Front sway bars.

RESUMES

1. #20404 (Reid Hazelton) FSRAC - Resume

Thank you for your letter. The CRB welcomes Reid Hazelton to the FSRAC.

CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2016

NUMBER: TB 17-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 1/1/2017 unless otherwise noted.

American Sedan

AS

1. #20963 (American Sedan Committee) Weight Reductions for All American Sedan Cars

In AS, Cadillac CTS-V (04-07) Restricted Prep, reduce the weight as follows:

~~3470~~ **3420**; ~~3520~~ **3470**

In AS, Chevrolet/Pontiac Camaro and Firebird (82-92), reduce the weight as follows:

~~3300~~ **3250**; ~~3600~~ **3550**

In AS, Chevrolet/Pontiac Camaro and Firebird (93-02), reduce the weight as follows:

~~3300~~ **3250**; ~~3600~~ **3550**

In AS, Chevrolet/Pontiac Camaro and Firebird (93-97) Restricted Prep., reduce the weight as follows:

~~3200~~ **3150**

In AS, Chevrolet/Pontiac Camaro and Firebird (98-02) Restricted Prep., reduce the weight as follows:

~~3300~~ **3250**

In AS, Chevrolet Camaro SS (V8) (10-13) Restricted Prep., reduce the weight as follows:

~~3600~~ **3550**; ~~3650~~ **3600**

In AS, Dodge Challenger (08-14) Restricted Prep., reduce the weight as follows:

~~3500~~ **3450**; ~~3550~~ **3500**

In AS, Ford Mustang Incl. Cobra and Cobra R (79-93), reduce the weight as follows:

~~3200~~ **3150**; ~~3500~~ **3450**

In AS, Ford Mustang Incl. Cobra thru 95 (94-98), reduce the weight as follows:

~~3300~~ **3250**; ~~3600~~ **3550**

In AS, Ford Mustang & GT (94-95) Restricted Prep., reduce the weight as follows:

~~3300~~ **3250**

In AS, Ford Mustang Cobra R 1995 Restricted Prep., reduce the weight as follows:

~~3400~~ **3350**

In AS, Ford Mustang Cobra and GT (96-98) Restricted Prep., reduce the weight as follows:

~~3250~~ **3200**

In AS, Ford Mustang Cobra (99-02) Restricted Prep., reduce the weight as follows:

~~3300~~ **3250**

In AS, Ford Mustang Incl. Cobra (99-04), reduce the weight as follows:

~~3300~~ **3250**; ~~3600~~ **3550**

In AS, Ford Mustang GT (99-04) Restricted Prep., reduce the weight as follows:

~~3250~~ **3200**

In AS, Ford Mustang Mach 1 (03-04) Restricted Prep., reduce the weight as follows:

~~3250~~ **3200**

In AS, Ford Mustang GT (05-14), reduce the weight as follows:

~~3300~~ **3250**; ~~3600~~ **3550**

In AS, Ford Mustang Coupe GT 4.6L OHC (05-10) Restricted Prep., reduce the weight as follows:

~~3250~~ **3200**

In AS, Ford Mustang Coupe GT 5.0L (11-14) Restricted Prep., reduce the weight as follows:

~~3500~~ **3450**; ~~3550~~ **3500**

In AS, Mercury Capri (79-86), reduce the weight as follows:

~~3200~~ **3150**; ~~3500~~ **3450**

In AS, Pontiac GTO (04-06) Restricted Prep., reduce the weight as follows:

~~3300~~ **3250**; ~~3350~~ **3300**

2. #20964 (American Sedan Committee) Taller Ball Joints for Listed American Sedan Cars

In AS, Chevrolet/Pontiac Camaro and Firebird (82-92), add the following language to the notes:

OEM-style ball joints with taller than stock stud lengths are permitted.

In AS, Ford Mustang Incl. Cobra and Cobra R (79-93), add the following language to the notes:

OEM-style ball joints with taller than stock stud lengths are permitted.

In AS, Ford Mustang Incl. Cobra thru 95 (94-98), add the following language to the notes:

OEM-style ball joints with taller than stock stud lengths are permitted.

In AS, Ford Mustang Cobra and GT (94-95) Restricted Prep., add the following language to the notes:

OEM-style ball joints with taller than stock stud lengths are permitted.

In AS, Ford Mustang Cobra R (1995) Restricted Prep., add the following language to the notes:

OEM-style ball joints with taller than stock stud lengths are permitted.

In AS, Ford Mustang Cobra and GT (96-98) Restricted Prep., add the following language to the notes:

OEM-style ball joints with taller than stock stud lengths are permitted.

In AS, Ford Mustang Cobra (99-02) Restricted Prep., add the following language to the notes:

OEM-style ball joints with taller than stock stud lengths are permitted.

In AS, Ford Mustang Incl. Cobra (99-04), add the following language to the notes:

OEM-style ball joints with taller than stock stud lengths are permitted.

In AS, Ford Mustang GT (99-04) Restricted Prep., add the following language to the notes:

OEM-style ball joints with taller than stock stud lengths are permitted.

In AS, Ford Mustang Mach 1 (03-04) Restricted Prep., add the following language to the notes:

OEM-style ball joints with taller than stock stud lengths are permitted.

In AS, Mercury Capri (79-86), add the following language to the notes:

OEM-style ball joints with taller than stock stud lengths are permitted.

B-Spec

None.

Formula/Sports Racing

F500

1. #21020 (Formula/Sports Racing Committee) MC engine restrictor change

In F500, Honda CBR600RR (03-13), reduce the inlet restrictor size as follows:

~~30mm~~ **29mm** Flat Plate Intake Restrictor

In F500, Suzuki GSXR600 (03-13), reduce the inlet restrictor size as follows:

~~30mm~~ **29mm** Flat Plate Intake Restrictor

In F500, Yamaha R6 (03-13), reduce the inlet restrictor size as follows:

~~30mm~~ **29mm** Flat Plate Intake Restrictor

FA

1. #20543 (David Arken) 2L MZR Engine

In FA, Spec line P, make the following changes:

Restrictor: ~~(4) 39.5mm~~ **NA**

Weight: ~~1325~~ **1300**

FE

1. #20974 (Formula/Sports Racing Committee) FE tire marking rule

In GCR section 9.1.1.I.13.a., add the following language:

“A competitor shall start the race on **at least 3** tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.”

In GCR section 9.1.1.I.13.b., add the following language:

“For races with more than one qualifying session, a competitor shall start the race on **any 3 or 4** marked tires from any qualifying session for the race.”

In GCR section 9.1.1.I.13.c., make the following changes:

“If a competitor chooses to start the race on **any more than one** tires that ~~were~~ **was** not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.”

FV

1. #19287 (Charles McCormick) Oiling Systems

In GCR section 9.1.1.C.11., make the following changes:

~~A. The use of any single 6- or 12- volt battery is permitted to power the starter and engine ignition system.~~

~~B. Any secondary batteries connected only to gauges, and communications or data acquisition equipment are allowed.~~

A. The use of any single 6- or 12- volt battery is permitted to power the starter, engine ignition system, gauges and/or data acquisition system, video cameras/recorders and communications equipment.

B: Any secondary batteries are only permitted to run video cameras/recorders, communications equipment and/or gauges and data acquisition systems.

C: If an accumulator (Accusump) is in use in the vehicle, it is permitted to power an electric accumulator (Accusump) valve with the vehicle batteries.

P1

1. #20641 (Club Racing Board) DP02 Specification Correction

The CRB recommends that the Elan VD DP02 Sports Racer be required to comply with the P1 rules, including Table L.

In P1, Table 1 (Spec Line Cars), remove Line D in its entirety.

Remove GCR Section 9.1.8.I., Elan Van Diemen DP02 Sports Racer Classed in P1, in its entirety.

2. #21028 (Formula/Sports Racing Committee) Competition Adjustments in P1

Effective 03/01/17, in P1, line H, change the restrictor as follows:

~~42mm~~ **40mm** chokes

Effective 03/01/17, in P1, line J, change the restrictor as follows:

~~None Required~~ **30.5mm SIR**

P2

1. #20976 (Formula/Sports Racing Committee) Rear wheel size correction for ESR in P2

In GCR section 9.1.8.H.12., make the following changes:

“Front: 8 in. X 13 in. Part # WM 205001- **OZ Black**

Front: 8 in. X 13 in. Part # WM 205001B- OZ Silver

Rear: 8 **10** in. X 13 in. Part # WM 205002- **OZ Black**

Rear: 10 in. X 13 in. Part # WM 205001B- OZ Silver”

2. #21040 (Jay Novak) Error or Omission P2 engine table

In P2, Engine Table, A.1, make the following changes:

Restrictor 40mm **See notes**

Weight: **1000**

Notes: Maximum 4 cylinders **Restrictor per 9.1.8.D.L.d**

In P2, Engine Table, A.2, make the following changes:

Restrictor: 40mm **See notes**

Notes: Maximum 4 cylinders **Restrictor per 9.1.8.D.L.d**

3. #21075 (SCCA Staff) Competition Adjustment for Motorcycle Engines in P2

The Club Racing Board wishes to delay the restrictions and weight changes implemented for P2 motorcycle engines in the December Fastrack (#20671). During this delay the CRB will review available data, and do further research on the possible effects of this adjustment.

Effective Immediately, rescind all the restrictor/weight changes in letter #20671.

In P2 Engine Table, B.1, make the following restrictor changes:

Stock ~~36.5mm~~ **37.5mm**

Modified ~~37.5mm~~ **38.5mm**

In P2 Engine Table, B.4, make the following restrictor changes: ~~37mm~~ **38.5mm**

In P2 Engine Table, B.5, make the following restrictor/weight changes:

~~38.5mm~~ **40.5mm**

~~1210~~ **1160**

In P2 Engine Table, B.6, make the following restrictor changes: ~~38.5mm~~ **40.5mm**

Effective 4/1/2017, make the following changes:

In P2 Engine Table, B.1, make the following restrictor changes:

Stock ~~37.5mm~~ **36.5mm**

Modified ~~38.5mm~~ **37.5mm**

In P2 Engine Table, B.4, make the following restrictor changes: ~~38.5mm~~ **37mm**

In P2 Engine Table, B.5, make the following restrictor/weight changes:

~~40.5mm~~ **38.5mm**

~~1160~~ **1210**

In P2 Engine Table, B.6, make the following restrictor changes: ~~40.5mm~~ **38.5mm**

See Racing Memo RM 16-09.

SRF

1. #20972 (Formula/Sports Racing Committee) Allow tack weld on tailpipe

In GCR section 9.1.8.E.2.J., add the following language:

"Exhaust may be plated or coated. Repairs may not alter the configuration or tuned length of the header or tail pipe.

Standard Muffler Kit G1190523 (including Standard Muffler P/N 390523) is required for all events. For tracks with stricter sound requirements Quiet Muffler Kit P.N G1190524 is available as a replacement for that event. Muffler packing of any kind is not allowed beginning 1/1/2017.

Tail pipe may be tack welded to the muffler."

2. #20975 (Formula/Sports Racing Committee) SRF floor pan attachment

In GCR section 9.1.8.E.E.i., make the following changes:

"Floor Pans - .060" thick aluminum only. Can be 1, 2 or 3 piece GCR - 812 9.1.8. Spec Racer Ford (SRF) Specifications configuration. Pieces shall be joined on main 1.5" frame tubes. Must be continuously riveted ; ~~spacing no closer than 4" on center~~ *similar to the Enterprises floor pan spacing*. Additional Bonding of floor to the chassis is allowed. Drain holes maximum size of .375 are allowed, Floor pan shall perform no other function."

GCR

1. #20616 (Jim Rogaski) Items to be Cleaned up in the 2017 GCR

In GCR section 9.1.8.E.2.A., make the following changes:

"It is the intent of the GEN3 conversion to update the current 1.9L SRF drivetrain for class longevity. SRF and SRF3 shall compete side by side, for respective points and championships. *At some point, the* ~~, until the start of the 2018 Competition season, at which time~~ SRF (1.9 powered cars) ~~will~~ *may* become a Regional Only GCR Class ~~(effective 1/1/2018).~~"

2. #20617 (Jim Rogaski) Powers of the Stewards of the Meet at the Runoffs

In GCR section 3.7.3., add the following language:

"SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants and Division Championship participants who meet the invitation qualifications. The SCCA Runoffs determine the SCCA National Champion in each eligible class. SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details. *The Runoffs Chief Steward may modify the Runoffs Supplemental Regulations with approval of the National Office up to a specific date agreed to by the National Office. After that date, the Supplemental Regulations may only be modified by the Runoffs Stewards of the Meeting.*"

Grand Touring

GT2

1. #20143 (Terrence Gilles) Nissan Engine Performance Adjustment

In GT2, Engines -Nissan VQ30, make the following changes to the Fuel Induction column:

~~"Automotive type sidedraft w/ 40 mm choke(s) or 40mm SIR~~ *Unrestricted Automotive type"*

In GT2, Engines -Nissan VQ30, change the weight as follows:

~~2450~~ *2200*

2. #20371 (Scotty B White) Race Tires

In GT2, make the following changes to the top of the GT2/ST spec line note:

"Note: Cars must comply with 2012 STO rules as stated in Appendix K of the GCR. Engine Displacements in this table are nominal. Each competitor shall have available definitive docu-

mentation (e.g., factory manual) of the original displacement for the engine used. ~~DOT tires are required.~~ *Slicks allowed on all GT2/ST cars with a 100-pound weight penalty.*"

GT2-ST

1. #20505 (Amir Haleem) Adjust Toyota Supra Weight in GT2/ST
In GT2/ST, Toyota Supra (93-98), reduce the weight as follows:
~~3000~~ *2900*

GT3

1. #20673 (Jose de Miguel) 1987 Mazda 323 Body
In GT3, classify the Mazda 323 as follows:

GT3 Cars - MAZDA					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>323</i>	<i>1985-1989</i>	<i>3dr</i>	<i>FWD</i>	<i>94.5</i>	

2. #20674 (Jose de Miguel) Please Classify Mitsubishi Lancer 2000-2007
In GT3, classify the 2000-2007 Mitsubishi Lancer as follows:

GT3 Cars - MITSUBISHI / EAGLE					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Lancer</i>	<i>2000-2007</i>	<i>4dr</i>	<i>FWD</i>	<i>102.4</i>	

3. #20675 (Jose de Miguel) Mitsubishi 4g93 Engine
In GT3, classify the Mitsubishi 4g93 engine as follows:

Engines - MITSUBISHI / EAGLE									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>4g93</i>	<i>DOHC</i>	<i>81</i>	<i>89</i>	<i>1834</i>	<i>alum crossflow</i>		<i>unrestricted</i>	<i>2060</i>	<i>direct injection not allowed</i>

GTL

1. #20516 (Bob Clark) Add 2015 and 2016 Years to the GTL Honda CRZ Body
In GTL Cars, HONDA, classify the CRZ as follows:

GTL Cars - HONDA					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>CRZ</i>	<i>2015-16</i>	<i>3dr</i>	<i>FWD</i>	<i>103.1</i>	

Improved Touring

None.

Production

1. #20769 (Larry Svaton) Error in Spec Line
In EP, Caterham Seven 280, change the notes as follows:
"Level 2 suspension preparation. Engine- Ford Sigma- is limited to IT preparation except modifications permitted in section 9.1.5.E.2.e. and f. *h.2*. Comp ratio is limited to 11.0:1. Valve lift is limited to .390. The roll cage must have a full width, high front and rear hoops that attach using

the OEM cage mounting points. The side intrusion bars shall remain outside the passenger compartment.”

2. #20488 (Gary Johnson) BMW Reclassification
In FP, classify as follows:

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/ (in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/ PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type
<i>BMW Z3 1.9L</i>	<i>2</i>	<i>2400 * 2460 ** 2520</i>	<i>4 Cyl DOHC</i>	<i>85.1 x 83.6 (3.35x3.29)</i>	<i>1895 (115.6)</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 33.0 / (1.30) (E) 30.5/ (1.20)</i>	<i>(2) Auto-type sidedrafts w/ 30mm choke(s), or fuel injection.</i>

FP	Wheel-base mm/ (in.)	Track (F/R) mm/(in.)	Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
<i>BMW Z3 1.9L</i>	<i>2446 (96.3)</i>	<i>1481/1565 (58.3/61.6)</i>	<i>15 x 7</i>	<i>5</i>	<i>F) 286 (11.3) Disc R) 280 (11.0) Disc</i>		<i>stock throttle body I.D.</i>	<i>Comp Ratio limited to 11.0:1. Valve lift (measured as raced - w/ lash): .500" max. OEM hardtop allowed.</i>

3. #20877 (Norm Murdock) F-Production Rule Change Request

In FP, Ford/Mercury Capri 2000 (71-74), change the weight as follows:

~~2050~~ **2000**

In FP, Ford Pinto, change the weight as follows:

~~2030~~ **1980**

4. #20229 (Jesse Prather) In Favor of Necked Down Valves in Level 2

In GCR section 9.1.5.E.2.f.4., make the following changes:

“Any ferrous (including stainless steel) ~~material~~ **metal** valves meeting the specified head and stock stem diameter **and having the stock diameter for the portion of the stem that travels inside the valve guide** can be used. ~~The diameter of the portion of the valve stem between the bottom of the guide (with the valve on the seat) and the valve head may be up to .005" less than the stock diameter.~~ Any ferrous valve springs of the same type as stock, can be used. Valve retainers, Spring retainers, Lash Pads, valve keepers, seals and adjustment shims are unrestricted.”

5. #20608 (Mike Ogren) Update Wording for Supporting Documentation, RE Gear Ratios.

In GCR section 9.1.5.E.2.n.5., make the following changes:

“There is no weight penalty for the use of a stock transmission utilizing the stock case, stock gear ratio set (as defined in the **acceptable** factory ~~workshop manual~~ **documentation**) and stock synchromesh style of gear engagement.”

Spec Miata

None.

Super Touring

STL

1. #20724 (Super Touring Committee) E&O: Delete 9.1.4.2.H.2

In GCR section 9.1.4.2.H.2., remove the following language and re-number appropriately:

~~“The ITA and ITS RX7 can compete in STL at their listed IT weights.”~~

2. #20810 (matthew miller) Lower Weight on Rotary Cars

In STL, Mazda 13B, change the weight as follows:

~~2589~~ **2498**

STU

1. #20337 (Patrick Lipsinic) Turbos: IHI VF39 & VF48

In GCR section 9.1.4.1.H.5., add the following language:

“Factory turbocharged cars must run the stock turbo or any turbo from the following list:

- KKK/Borg-Warner K04

- IHI VF30, **VF39, or VF48**

-Garrett GT2554R, p/n 471171-3”

2. #20527 (Brad McCall) Scion FR-S/Toyota 86 with Jackson Supercharger: Reduce Weight

In STU, Subaru BRZ/ Scion FRS / Toyota 86 with Jackson Racing S/C Kit, change the weight as follows:

~~2850~~ **2800**

3. #20680 (Jake Sieverling) STU Dry Sump Rules Re: BRZ & FR-S

In GCR section 9.1.4.1.B.7., make the following changes:

~~“Dry sump systems are allowed. The dry sump system is limited to 3 stages. It shall consist of 1 pressure stage and a maximum of 2 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 1 two-port scavenge stage, or a maximum of 2 single-port scavenge stages, such that oil is not being scavenged from more than a maximum of 2 locations. **Dry sump systems are permitted. The oil tank shall be located within the bodywork.**”~~

4. #20854 (Greg Amy) Approve JDM K20A for STU

In STU, classify the following engine:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda K20A (JDM)</i>	<i>1998</i>	<i>Chart + 2%</i>	

Touring

T1

1. #20414 (Bill Stewart) Is The 996 TT Classed in T1?

In T1, classify the Porsche 996 TT OEM as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Porsche 996 TT OEM</i>	<i>3600</i>	<i>3300</i>	<i>(2) 31mm TIR</i>	<i>Alternate turbo Evolution Motorsports permitted, part #TBD</i>	

T4

1. #20846 (Nicole Longhini-McElroy) FIAT 124 Spider

In T4, classify the Fiat 124 as follows:

T4	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)
<i>Fiat 124</i>	<i>72.13 x 84.1 1368</i>	<i>2309</i>		<i>17 x 7</i>	<i>225</i>	<i>4.3, 2.3, 1.6, 1.2, 1.0, .84</i>	<i>3.454</i>	<i>280 (F), 280 (R)</i>	<i>2650</i>
<p>Notes: <i>The following items must remain stock: shock/ struts (including mounts), original wheels, and transmission differential - unless specified below. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. 29mm flat plate restrictor required.</i></p>									



DIVISIONAL TIME TRIALS COMMITTEE
12/13/16 – Minutes

• Participants:

BOD: Lee Hill, Jim Weidenbaum, Tere Pulliam

EP: Jon Krolewicz

DTTC: Dave Deborde (NorPac), Chuck Deprow (MidWest), Craig Farr (SouthEast), Tony Machi (Central), Chris McMillen (NorPac), Ted Theodore (SouthEast), Matthew Yip (NorthEast)

• Reports:

Board of Directors Report - End of Year BOD in Dec, 5 new BOD members, Lee Hill is new Board Chair, Jim W and Tere Pulliam will be TT liaisons. Insurance went up \$0.50 per car. TT Sanction remained the same. Weekend Memberships went from \$5 to \$10. Member dues are up \$5.

Ongoing Business:

• National Convention

Attendees – Deborde, Machi, Yip,

Programs – Presentations being put together by Deborde/Machi. Draft early January. TT How to, Track event How to. Emphasize the why to put on a TT event (member involvement, membership growth, getting people involved). Work TT/PDX into existing programs (use all track hours available and increase entries).

• Awards engraving for National Convention -

• Track Inspection Guidelines – Deborde talked with the Stewards about using the CR program. Should talk to Legal about liability issues. At the Convention, the track inspection session will be open to TT people for the first time.

New Business:

• Reorganization into Track Events (non-competition) and Time Trials (competition) –

Track Events Committee – membership (Yip, Machi, ???)

Time Trials Committee – membership (Machi, Deborde, ???)

Program definition revisions

TTR revisions

Discussion of the need for National car classing.

Discussion of how to promote TT using social media.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | December 6, 2016

The RallyCross Board (RXB) met via conference call on December 6. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance were Tere Pulliam and Arnie Coleman, BOD liaisons, Chris Albin, incoming BOD liaison for 2017, and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

Committee Reports

- RallyCross Safety Committee (Chris Regan): No incidents have been reported to the committee since the last RXB meeting. The committee has discussed the possibility of an exclusion rule for vehicles prone to rollovers in RallyCross either by a list or a formula using vehicle height and width. The RXB is not in favor of any exclusions at this time. The committee is also considering a safety rule concerning cracked windshields. As no consensus has been reached within the committee, discussions will continue.
- Rules Committee (Keith Lightfoot): The committee has discussed the safety requirements of VW rail buggies in a Regional exhibition class. With no committee consensus about even allowing such vehicles in RallyCross competition, they will continue to discuss the issue. Forum feedback from the membership on studded tire use at the National Championship and National Challenge events favored clarification in the 2017 National Supplementary Regulations and a long-term outcome being addressed through an official rule proposal for 2018.
- RallySprint Committee (Kito Brielmaier): One change will be made to the 2017 RallySprint Rules, which changes the displacement limit for vehicle classification from 2,500cc to 2,501cc for R20 and R40. This will be done to avoid the current conflict in displacement limits. The next scheduled event is the Waste Management RallySprint on February 18, 2017.
- National Championship Committee (Mark Macoubrie): All current members of the committee have agreed to remain on the committee for 2017. Macoubrie would like an additional member to the committee and will send out a request for applications immediately. Macoubrie also distributed to the RXB a summary of feedback comments from the chiefs involved with the 2016 RallyCross National Championship.
- Divisional RallyCross Stewards Liaison (Ron Foley): No updates as the Stewards did not meet in November.

Old Business

- 2017 National Convention awards: The RXB discussed and voted on the recipients of its annual awards to be presented at the 2017 SCCA National Convention. Those awards are the Regional RallyCross Achievement, Divisional RallyCross Achievement, Spark Plug, and Dirty Cup awards.
- RallySprint and RallyTrials added to website and Facebook page: Macoubrie asked if

it was possible to get separate tabs on the SCCA website for RallySprint and RallyTrials. Hyatt had looked into it and learned that the website lacks the capability to add more tabs.

- RallyCross event national database: Macoubrie distributed to the RXB a spreadsheet with information from RallyCross events across the country. It was comparative from 2015 to 2016 and included location, attendance, vehicle manufacturers, classifications, membership, and much more information to help analyze participation in the RallyCross program. It will also be available to Regions and Divisions to analyze their programs and target areas of improvement.

New Business

- 2017 planning for Challenges and Championship: The RXB discussed the National Challenge and National Championship events for 2017. Plans are to follow the same format from 2016 with three National Challenge events (one each in the east, west, and central areas of the country) and the National Championship event. Negotiations on locations and dates are ongoing. Once contracts for those events are confirmed, the details will be released. The RXB also discussed promotional responsibilities for and possible format adjustments to the Challenge events. Feedback from the membership will be solicited on the forums for those format adjustments to the Challenge events.
- Adding content to Facebook: Macoubrie inquired about regularly posting fresh content on the Facebook page. Hyatt indicated that the RallyCross program would need to generate its own content and the National office would be able to post that content as needed.
- Roles and responsibilities for 2017: The RXB extended appreciation to Karl Sealander for his years of service on the RXB. As this opens a vacancy on the RXB, a seventh member will be needed. Anyone interested in serving on the RXB can send a résumé to rxb@scca.com. Mark Macoubrie will assume the role of secretary for the RXB starting January 2017. All other roles and responsibilities will remain unchanged for 2017.

Next meeting: January 3, 2017

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America RoadRally Board Minutes December 7, 2016

The RoadRally Board met via conference call on December 7, 2016; meeting called to order at 7:42 CST by Chairman Rich Bireta. In attendance: Rich Bireta, John Emmons, Jim Crittenden, Clyde Heckler, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johannes, new BOD liaison Earl Hurlbut, SCCA staff member Jamie Mullin, and Jeanne English, RRB secretary; not present: Clarence Westberg.

At last week's BOD meeting, Peter Schneider and Mike Bennett were approved as new RRB members for 2017. Earl Hurlbut was appointed as a new BOD liaison, he will be working with current BOD liaison Bob Dowie. Earl is a long time SCCA member who last rallied back in the '70s; since then he has been primarily involved in club racing, this is his first term on the BOD.

Minutes: November minutes stand as published.

Front Burner Items:

1. RReNewsletter – The December issue is expected out momentarily. Reminder: Text “roadrally” to 22828 to subscribe.
2. Introduction of new RRB members and BOD Liaisons – see second paragraph above.
3. Planning Calendar – a new calendar has been posted on the SCCA website; event organizers are encouraged to get their dates in, even if tentative; the calendar already has 16 national rallies scheduled.
4. SCCA Staff Attendees - Jamie
 - a. Convention Registration – convention is January 19-21; travel on Thursday, make your own hotel reservations, use the SCCA link.
 - b. Convention Program - Annual Meeting Thursday afternoon, Road Rally meetings are on Friday (see schedule to verify)
 - c. Sunday meeting room reserved for RRB face-to-face meeting.
 - d. Ballots for Teter / Gervais awards - about half have been returned as of today
 - e. BOD Approval of rules changes for 2017 – the BOD approved all rules except the one about Road Rally stickers, so they are still required; this can be revisited next year; see item 8.b. below.
5. Regional Development Committee – Jay: Rich said he is looking forward to next year on the RRB, he thinks the new additions to the RRB share a common interest of developing rally at the regional level; Rich thanked Jay for his nice

job on putting together some road rally intellectual property. Jay keeps writing articles and coming up with content for Cheryl for RReNews; he has a concern that he is seeing a problem that road rally is seen as places where national events are held, but not local events, local events are not being done as regionals but instead are being done by other clubs; what can we offer those clubs to encourage them to be part of the SCCA program, we need to recognize what is inhibiting them. Jay needs a repository for materials, Rich has been working with Jon at SCCA HQ to put a structure in place such that the landing page has what you need, and you don't have to go to downloads. There is a commitment from HQ for support. Jim reported the good news is that even with all the data not in yet, attendance was up more than 10% over 2015; 5 regions put on events last year but not this year; 7 regions put on rallies this year that had not done rallies in 2015. Jay wants to contact those 5 regions that did not put on rallies this year to find out why.

6. NEC Report - Mike

a. Recent and Upcoming National events (Confirm dates at scca.com)

- i. Yucatan Safari (LOL), January 14.
- ii. Mark Haas Memorial Weekend (South Jersey) March 18-19
National/Div
- iii. Desert Sands, Desert Sins, 2 National Course Rallies, Arizona
Border, March 4-5
- iv. Roads Scholar/Badger Burrow Course/Tour Weekend, May 20-21
Things looking very good for 2017; 10 national course rallies, 6
national tour rallies already on calendar. Mike said he foresees no
major rules changes, maybe some tweaks.
Mike and Cheryl had lunch to discuss the 2017 USRRC; it will be
one divisional event run over three days, with awards daily as
well as for overall; things are being planned, with emphasis on an
'Alaska experience' rather than a points-gathering event; Peter will
do the precheck. Jim asked Mike to make it clear to Cheryl that the
level at which to sanction the USRRC is up to her, not the NEC or
RRB.

7. Pointskeeper status - John – points standings are up to date, except for a few
late in the season rallies.

8. New Business

- a. Other items of new business – none
- b. Road Rally stickers: Per the RRRs, on SCCA
national events every car is supposed to have
an SCCA national road rally sticker on both
sides of the car. Reasons to not have this rule
include: they attract attention to the rally cars,
perhaps causing locals to think we are racing;
the false belief that the stickers were no
longer available. This can be revisited,
perhaps at the convention.
- c. Rich said that for him 2016 been a really
good year on the RRB, perhaps his best ever
of his 5 years on the RRB. He also asked
that we read 'From the SCCA Road Rally

Board Chair' that was sent out today to organizers, especially the section about volunteers. One of the benefits of being a volunteer in multiple organizations is the opportunity to meet new people from across the country. Rich acknowledged John and Clarence's contributions to the RRB over their tenure. Many of these contributions are behind the scenes and not visible to the general rally community (neither will be returning to the RRB in 2017).

Motion to adjourn at 8:44 PM CST
Next meeting at the SCCA Convention
Respectfully submitted,
Jeanne English, RRB Secretary

QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

CLUB RACING

SCCA National Championship Runoffs:

<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:

<http://www.scca.com/pages/driver-s-school-w-table>

Forms:

<http://www.scca.com/downloads/>

Technical Forms:

<http://www.scca.com/pages/cars-and-rules>

General Competition Rules (GCR):

<http://www.scca.com/pages/cars-and-rules>

SOLO

Tire Rack SCCA Solo National Championships:

<https://www.scca.com/events/1981888-2016-tire-rack-solo-national-championship-presented-by-garmin-virb>

Forms:

<http://www.scca.com/downloads/>

Rulebook:

<http://www.scca.com/pages/solo-cars-and-rules>

RALLY

Forms:

<http://www.scca.com/downloads/>

RallyCross Rulebook:

<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:

<http://www.scca.com/pages/roadrally-rules>

SCCA NATIONAL CONVENTION

Event page:

<https://www.scca.com/events/1983542-2017-scca-national-convention>

EVENT CALENDAR:

SCCA Events:
<http://www.scca.com/events/>